File w TRAFFIC

COPY

Rec'd 10/3/01
from:
City of Evans
1100 37th St
Evans, CO 80620-2036

ACCESS MANAGEMENT AGREEMENT FOR TWO RIVERS PARKWAY

RESOLUTION

RE: APPROVE ACCESS MANAGEMENT AGREEMENT FOR TWO RIVERS PARKWAY AND AUTHORIZE CHAIR TO SIGN

WHEREAS, the Board of County Commissioners of Weld County, Colorado, pursuant to Colorado statute and the Weld County Home Rule Charter, is vested with the authority of administering the affairs of Weld County, Colorado, and

WHEREAS, the Board has been presented with an Access Management Agreement for Two Rivers Parkway among the County of Weld, State of Colorado, by and through the Board of County Commissioners of Weld County, City of Evans, City of Greeley, and the Town of Milliken, with terms and conditions being as stated in said agreement, and

WHEREAS, after review, the Board deems it advisable to approve said agreement, a copy of which is attached hereto and incorporated herein by reference.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Weld County, Colorado, that the Access Management Agreement for Two Rivers Parkway among the County of Weld, State of Colorado, by and through the Board of County Commissioners of Weld County, City of Evans, City of Greeley, and the Town of Milliken be, and hereby is, approved.

BE IT FURTHER RESOLVED by the Board that the Chair be, and hereby is, authorized to sign said agreement.

The above and foregoing Resolution was, on motion duly made and seconded, adopted by the following vote on the 27th day of December, A.D., 2000.

ATTEST:

Weld County Clerk to the Board

BY:

Deputy Clerk to the Board

APPROVED AS TO FORM:

County Attorney

BOARD OF COUNTY COMMISSIONERS
WELD COUNTY, COLORADO

Barbara J. Kirkmeyer, Chair

M. J. Geile, Pro-Tem

George E. Baxter

Dale K. Hall

Glenn Vaad

2000-3250
EG0039

AMENDMENT TO ACCESS MANAGEMENT AGREEMENT FOR TWO RIVERS PARKWAY

THIS AMENDMENT TO ACCESS MANAGEMENT AGREEMENT is made and entered into effective as of the date of signature, below, between the COUNTY OF WELD, a political subdivision of the STATE OF COLORADO, whose address is 915 10th Street, P. O. Box 758, Greeley, CO 80632; the CITY OF EVANS, a Colorado home-rule municipality, whose address is 1100 37th Street, Evans, CO 80620; the CITY OF GREELEY, a Colorado home-rule municipality, whose address is 1000 10th Street, Greeley, CO 80631; and the TOWN OF MILLIKEN, a Colorado Municipal corporation, whose address is 1101 Broad Street, P.O. Box 290, Milliken, CO 80543.

WITNESSETH:

WHEREAS, on or about January 1, 2001, the parties hereto entered into an agreement regarding access to the Two Rivers Parkway in Weld County, Colorado, with said agreement being entitled, "Access Management Agreement For Two Rivers Parkway," hereinafter referred to as "Agreement," and

WHEREAS, attached to the Agreement as "Exhibit C" is a document entitled, "Two Rivers Parkway Access Policy," and

WHEREAS, the parties now agree to amend the Agreement and its attached Exhibit C as set forth herein.

NOW, THEREFORE, in consideration of the mutual promises and covenants contained herein, the parties hereto agree to amend the Agreement and its attached Exhibit C as follows:

1. Amend Paragraph 2 of the Agreement to clarify the voting rights of the representatives on the committee to determine "hardship" accesses, as follows (amended language is highlighted):

   "LIMITATION OF ACCESS TO/FROM THE PARKWAY: With regard to access to/from the Parkway, the parties adopt the policy stated in the attached Exhibit 'C.' The parties acknowledge that certain instances of hardship, as referred to in Exhibit C, may arise after the signing of this Agreement. The term 'hardship' as used herein and in Exhibit C shall mean those instances wherein the denial of access will 'landlock' a parcel or parcels (no access to a maintained public roadway). The parties agree that they shall address requests for such 'hardship' access(es) by and through a committee composed of a representative from each party. Each party shall have one vote on this committee and decisions shall be by majority vote of the three members."

2. Amend the paragraph entitled, "TEMPORARY ROAD/STREET ACCESS," of Exhibit "C" to the Agreement, to read as follows (amended language is highlighted):

"TEMPORARY ROAD/STREET ACCESS

Any road access to/from the Parkway which is not for use by the general public and which will be closed after being used for only a limited time may be considered a temporary road access. The time shall not exceed 180 days. Temporary road accesses shall not block existing drainage features. When the temporary road access is closed, all materials shall be removed and the site restored to its original condition by the person using such temporary access. If any party grants temporary access to the Parkway, written notice of such grant of temporary access shall be provided to the other two parties documenting the specific location, purpose, and duration of the temporary access."

3. Delete the last sentence of the paragraph entitled, "RIGHT-OF-WAY REQUIREMENT," of Exhibit "C" to the Agreement, so that it states as follows (deletion shown with strikeout):

"RIGHT-OF-WAY REQUIREMENT

Each entity shall require the dedication of right-of-way for the Parkway at either annexation or final plat process. ~~Entry onto property designated as right-of-way shall be granted at any time to the entity having jurisdiction and at its discretion.~~"

Signed this 28th day of February, 2001.

ATTEST: Donald D. Warden
Weld County Clerk to the Board

By: Esther L. Gesick
Deputy Clerk to the Board

COUNTY OF WELD, a political subdivision of the STATE OF COLORADO:

By: M. J. Geile
M. J. Geile, Chairman (02/28/2001)
Board of County Commissioners of the County of Weld

Signed this 6th day of March, 2001.

ATTEST:

By: Kim Betz
Kim Betz, City Clerk

CITY OF EVANS:

By: Sherry Melby
Sherry Melby, Mayor

Signed this ___ day of _____, 2001.

ATTEST:

By:_____
Betsy Holder, City Clerk

CITY OF GREELEY:

By: _____
Jerry Wones, Mayor

Signed this ___ day of _____, 2001.

ATTEST:

By: _____
Nanette Armstead, Town Clerk

TOWN OF MILLIKEN:

By: _____
Ted Chavez, Mayor

RESOLUTION

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WHEREAS, the Board has been presented with an Access Management Agreement for Two Rivers Parkway among the County of Weld, State of Colorado, by and through the Board of County Commissioners of Weld County, City of Evans, City of Greeley, and the Town of Milliken, with terms and conditions being as stated in said agreement, and

WHEREAS, after review, the Board deems it advisable to approve said agreement, a copy of which is attached hereto and incorporated herein by reference.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Weld County, Colorado, that the Access Management Agreement for Two Rivers Parkway among the County of Weld, State of Colorado, by and through the Board of County Commissioners of Weld County, City of Evans, City of Greeley, and the Town of Milliken be, and hereby is, approved.

BE IT FURTHER RESOLVED by the Board that the Chair be, and hereby is, authorized to sign said agreement.

The above and foregoing Resolution was, on motion duly made and seconded, adopted by the following vote on the 27th day of December, A.D., 2000.

ATTEST:

Weld County Clerk to the Board

BY:

Deputy Clerk to the Board

APPROVED AS TO FORM:

County Attorney

BOARD OF COUNTY COMMISSIONERS
WELD COUNTY, COLORADO

Barbara J. Kirkmeyer, Chair

M. J. Geile, Pro-Tem

George E. Baxter

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2000-3250
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ACCESS MANAGEMENT AGREEMENT FOR TWO RIVERS PARKWAY

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WITNESSETH:

WHEREAS, the parties hereto have previously agreed to create The Two Rivers Parkway (hereinafter referred to as "Parkway") for the purpose of providing an arterial route for motorists to travel from "O" Street on the north side of Greeley southward to Colorado State Highway 60 and subsequently to connect to U.S. Highway 85, and

WHEREAS, the Parkway is recognized by all of the parties hereto as an arterial roadway, with the following characteristics:

a. The Parkway provides for corridor movement and distribution of traffic with trip lengths and travel densities for substantial statewide or countywide travel,

b. As a paved arterial, the Parkway is designed for speeds of 55 MPH, with the actual posted speed to be later agreed upon by the parties, and

c. For better movement of traffic and safety of the traveling public, the Parkway shall have limited direct access to arterial and collector roads, with some exception possible for hardship cases or for high traffic generators, and

d. Reference is hereby made to the Western Arterial Corridor Study, dated December, 1995, a copy of which is attached hereto as Exhibit "A," and

e. Reference is hereby made to Figures 10 through 13 of the Western Arterial Corridor Study depicting the right-of-way requirements, and typical sections, a copy of which is attached hereto as Exhibit "B." Major/minor intersections shall be designed and constructed in accordance with Exhibit B.

WHEREAS, with annexations of the areas surrounding the Parkway and of the Parkway itself, the parties see the need for an agreement to define their understanding of the arterial nature of the Parkway and of the limits each party will place on direct access to/from the Parkway.

NOW, THEREFORE, in consideration of the mutual promises and covenants contained herein, the parties hereto agree as follows:

1. PARKWAY DEFINED AS ARTERIAL: The Parkway is an arterial road/street as it passes through the respective jurisdictional boundaries of the parties hereto. As an arterial, the Parkway has the characteristics listed above. The parties agree to treat the Parkway as an arterial in considering transportation and land-use planning within their respective jurisdictions. Reference is made to the City of Greeley's arterial design standards set forth in Exhibit B, which standards shall govern the development of the Parkway.

2. LIMITATION OF ACCESS TO/FROM THE PARKWAY: With regard to access to/from the Parkway, the parties adopt the policy stated in the attached Exhibit " C." The parties acknowledge that certain instances of hardship, as referred to in Exhibit C, may arise after the signing of this Agreement. The term "hardship" as used herein and in Exhibit C shall mean those instances wherein the denial of access will "landlock" a parcel or parcels (no access to a maintained public roadway). The parties agree that they shall address requests for such "hardship" access(es) by and through a committee composed of a representative from each party.

3. CONSIDERATION OF PARTICIPATION IN CDOT 1601 STUDY OF TWO RIVERS/U.S. HIGHWAY 34 BYPASS INTERCHANGE: The parties agree to consider their participation in the CDOT 1601 Study of the Two Rivers/U.S. Highway 34 Bypass Interchange. The parties agree to consider a joint application to pursue federal funding for the CDOT 1601 Study of the Two Rivers/U.S. Highway 34 Bypass Interchange. The parties further acknowledge that if funding for the CDOT 1601 Study of the Two Rivers/U.S. Highway 34 Bypass Interchange is not secured, the other provisions of this Agreement remain in full force and effect.

4. ENTIRE AGREEMENT: This writing, together with the exhibits hereto, constitutes the entire Agreement between the parties hereto with respect to the subject matter herein, and shall be binding upon said parties, their officers, employees, agents and assigns and shall inure to the benefit of the respective survivors, heirs, personal representatives, successors and assigns of said parties.

5. NO WAIVER OF IMMUNITY: No portion of this Agreement shall be deemed to constitute a waiver of any immunities the parties or their officers or employees may possess, nor shall any portion of this Agreement be deemed to have created a duty of care which did not previously exist with respect to any person not a party to this Agreement.

5. NO THIRD PARTY BENEFICIARY ENFORCEMENT: It is expressly understood and agreed that the enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to the undersigned parties and nothing in this Agreement shall give or allow any claim or right of action whatsoever by any other person not included in this Agreement. It is the express intention of the undersigned parties that any entity other than the undersigned parties receiving services or benefits under this Agreement shall be an incidental beneficiary only.

Signed this 27th day of December, 2001.

ATTEST: Donald D. Warden
Weld County Clerk to the Board

By: Esther L. Gesick
Deputy Clerk to the Board

COUNTY OF WELD, a political subdivision of the STATE OF COLORADO:

By: Barbara J. Kirkmeyer
Barbara J. Kirkmeyer, Chair
Board of County Commissioners of the County of Weld (12/27/2000)

Signed this 6th day of March, 2001.

ATTEST:

By: Kim Betz
Kim Betz, City Clerk

CITY OF EVANS:

By: Sherry Melby
Sherry Melby, Mayor

IN WITNESS WHEREOF, the City of Greeley, Colorado, a municipal corporation, have executed this Access Management Agreement for Two Rivers Parkway this 14th day of February, 2001.

ATTEST:

Betsy A. Holden
City Clerk

THE CITY OF GREELEY, COLORADO

J Wares
By: _____
Mayor

APPROVED AS TO SUBSTANCE:

By: _____
City Manager

APPROVED AS TO LEGAL FORM:

By: _____
City Attorney

AVAILABILITY OF FUNDS:

By: _____
Director of Finance

Signed this 23rd day of _____, 200_.

ATTEST:

By: _____
Nanette Armstead, Town Clerk

TOWN OF MILLIKEN:

By: _____
Ted Chavez, Mayor

M:\WPFILES\PWORKS\Rev2RiversAce.wpd

WESTERN ARTERIAL CORRIDOR STUDY

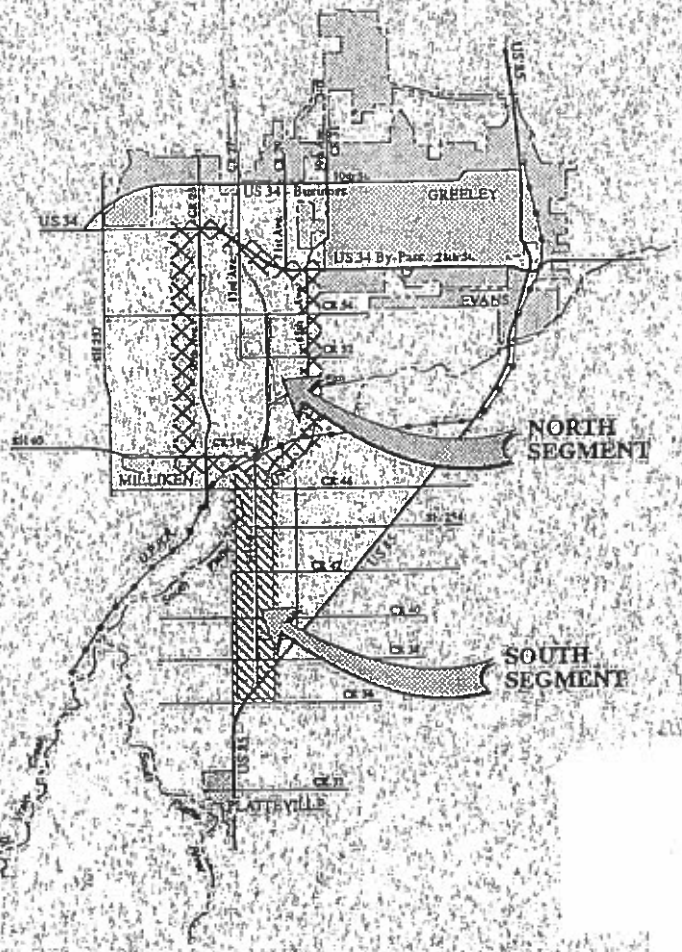

EXHIBIT "A"

CITY OF GREELEY

IN COOPERATION WITH

WELD COUNTY

COLORADO DEPARTMENT OF TRANSPORTATION

CITY OF EVANS

TOWN OF MILLIKEN

PREPARED BY:

FELSBURG HOLT & ULLEVIG

WESTERN ARTERIAL CORRIDOR STUDY

Prepared for:

CITY OF GREELEY
1000 10th Street
Greeley, Colorado 80631

Prepared by:

Felsburg Holt & Ullevig
5299 DTC Boulevard, Suite 400
Englewood, Colorado 80111
(303-721-1440

December, 1995
FHU Reference No. 94-122

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I. INTRODUCTION

A. BACKGROUND

Over the past few years there has been a growing number of residents in the western portion of the Greeley metropolitan area who have found a short cut from this part of Greeley to connect to US 85. This short cut has been via Weld County Road 31 or 65th Avenue, to State Highway 60, and then to US 85 near Platteville. This connection has the distinct advantage of allowing the area residents (at the western edge of Greeley) a more direct connection with US 85. Without this route those residents have to travel five miles east along US 34 Bypass to US 85, then sixteen miles south through Evans and LaSalle to the same intersection point near Platteville. This more direct route (called the Western Arterial) would save eight miles over having to travel through Greeley, Evans and LaSalle. A review of previous traffic counts proves the popularity of this route; traffic volumes have more than tripled between 1982 and 1994, from 1,000 vehicles per day to over 3,000 vehicles per day.

The City of Greeley has recognized the need to improve this connection and to plan for the future when traffic volumes may warrant a four lane road. With the growth in this part of Weld County, it is recognized that real estate prices will continue to grow as more of the farm land is developed into commercial and residential properties. Without proper planning now, the future cost of the Western Arterial will be greatly increased and the options for alignment will be more limited.

B. STUDY PURPOSE

The goal of this study was to assess the existing route and other possible alternative routes, and to recommend a corridor for the Western Arterial. The study area for the corridor is shown on page 2. The study area was broken into two segments.

The south segment involves the analysis of the existing SH 60 alignment for safety and roadway section improvements. This segment follows SH 60, from US 85 on the south, north to the horizontal curve where SH 60 heads west to Milliken. At this location, County Road 396 connects to SH 60.

The north segment focuses on the analysis of alternative routes for the Western Arterial. It begins at the SH 60 and County Road 396 intersection on the south and extends north to US 34 Bypass and from 95th Avenue (County Road 25) on the west to 59th/65th Avenue (County Roads 31/29.5) on the east. This includes the assessment of the existing 65th Avenue alignment and first phase safety improvements.

In recent years, there has been considerable discussion in the region regarding an expressway type facility which would connect from Harmony Road at I-25 in the Fort Collins area to US 85 at SH 60 south of Greeley. The alignment proposed for this four-lane limited access facility traverses the study corridor along SH 60 and 95th Avenue, intersecting US 34 Bypass between 95th Avenue and 83rd Avenue. From this intersection, the route continues north to "O" Street, curves to the west to follow a northwest alignment north of Windsor, and terminates at Harmony Road and I-25. For purposes of clarity, this facility will be referred to as the Harmony/85 Expressway Corridor.

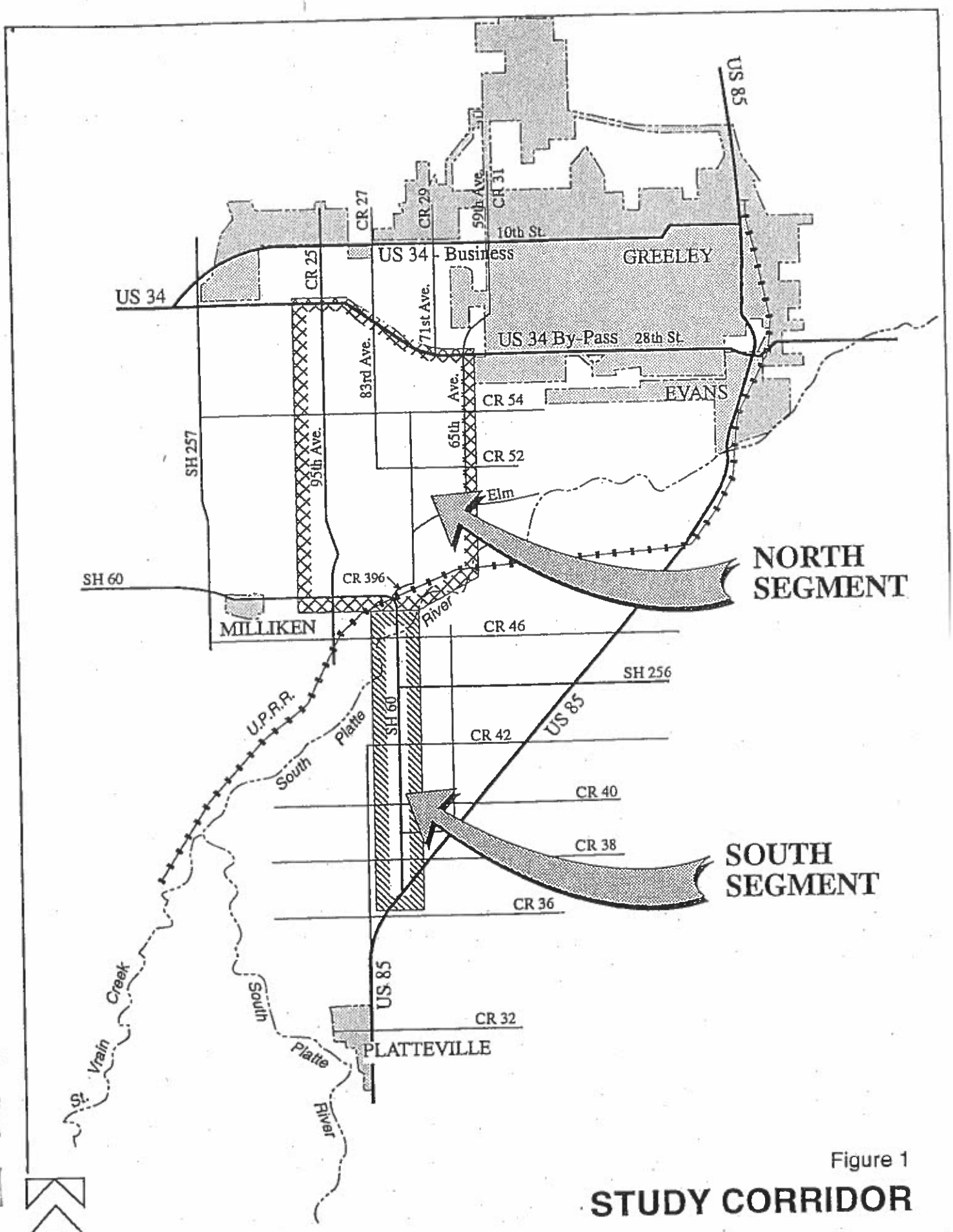


Figure 1

STUDY CORRIDOR

As proposed by the proponents of the Harmony/85 Expressway Corridor, the initial phase of construction would be an upgrade of SH 60 to an improved two-lane facility. The additional portion of the initial construction would be a two-lane roadway to US 34 Bypass. This initial portion of the Harmony/85 Expressway Corridor has been proposed to be a high-speed, limited access, two-lane road, with established easements for four lanes in the future.

The Western Arterial has been linked (by the public) to the Harmony/85 Expressway Corridor, as the first step in the construction of this facility. The early phases of the Western Arterial Corridor Study did consider a high-speed, improved two-lane road, with additional right - of - way for a future four-lane divided arterial. The study also investigated the traffic demands of extending the various alternatives north of US 34 Business to Windsor. These similarities have resulted in perceptions of the two facilities as one in the same.

However, both a reevaluation of the study's goals and purpose and the results of the preliminary analyses indicate that it is inappropriate to link these two facilities together. The original study goals and objectives never intended to include the Harmony/85 Expressway Corridor. It only intended to study the traffic and safety issues of the existing traffic route: either improve the existing facility or find other possible routes that could serve the same function.

There are several reasons why the Western Arterial should not be planned as part of the Harmony/85 Expressway Corridor. First and foremost is the fact that the two roadways have been proposed to serve two totally separate functions:

- The Harmony/85 Expressway Corridor has been proposed to serve as a major expressway to serve regional travel, linking Fort Collins, Windsor, and Greeley to the Denver metro area via US 85. It has been conceived as a limited access facility with interchanges at major arterials. It is a long-range proposal beyond the time frame of the Western Arterial horizon.

- The Western Arterial is meant to provide a safe and efficient connection from growth areas in Western Greeley to US 85. This facility would be a minor arterial with property access along the route and at-grade intersections.

Furthermore, it should be emphasized that the Western Arterial is directed at serving a local transportation need which is evidenced today. As such, it has not yet been included in the North Front Range Regional Transportation Plan. The Harmony/85 Expressway Corridor is also not included in the Regional Transportation Plan; nor has it yet been authorized, approved, or adopted by any municipality or other governmental entity.

Although not part of this study, it is recommended that the viability of a regional facility such as the Harmony/85 Expressway Corridor should be studied in the future. However, it is further recommended that any such regional expressway be located (for that area north of SH 60) west of 83rd Avenue to minimize impacts to existing development and to better define the western edge of Greeley. If such a road were implemented, the Western Arterial could be connected to it near the intersection of WCR 396 and SH 60.

C. STUDY PROCESS

The work program for the study included the following work elements:

- Completed inventory of the existing routes in the study corridor and developed a data base of roadway characteristics, traffic conditions, utilities land-use, right - of - way information, accident data and environmental factors. All routes were also video taped to document existing conditions.

- Conducted Task Force meeting to obtain available data from the local entities and agencies. The Task Force consists of representatives from The City of Greeley, The City of Evans, The Town of Milliken, Weld County, and The Colorado Department of Highways.

- Analyzed the traffic volume data and calculated the existing and proposed levels of service for the various alternative routes.

- Developed and identified a range of alternative alignments for the north corridor.

- Recommended improvements and roadway sections for the south segment.

- Held Task Force meeting to obtain input from the local entities on the alternatives and recommendations.

- Conducted Public Workshop No. 1 on 12/7/94 to obtain input on the alternatives. The primary attendees were from the south segment and south of U.S. 34 Bypass. Approximately twenty individuals attended.

- Held Task Force meeting to discuss public comments and how alternatives should be revised and refined. Revised and refined alternatives based on this input.

- Conducted Public Workshop No. 2 on 1/5/95 to obtain additional input on the refined alternatives. There were twenty three attendees, mostly from the same areas as those attending the first Public Workshop.

- Held Task Force meeting to discuss comments and input at second Public Workshop. Presented recommendation for an alignment for the Western Arterial.

- Held Public Workshop No. 3 to present the recommended alignment and to receive any input or comments on the selection or the process. Attendees involved residents south of US 34, along 65th Avenue, and along 71st Avenue.

- Refined the screening process and recommended a preferred alignment.

II. SUMMARY OF EXISTING CONDITIONS

A. TRAFFIC VOLUMES

The attached figure 2 illustrates the existing volumes within the corridor. Several sources were used to obtain the existing traffic volumes. Only one volume is shown for a given link of roadway. In some cases the sources had volumes for the same section of roadway. The most recent volume is the one shown on the attached figure. The Weld County volumes are from 1988 to 1991, and are indicated by the black diamond. The Colorado Department of Transportation volumes are 1992 volumes and are indicated by the asterisk. The City traffic counts where taken during the study in the months of August to December. They are the most recent and are indicated by the black star.

The Colorado Department of Transportation provided volumes related to SH 60. This information is based on the 1994 CORIS data and has 1992 counts. The average daily traffic volumes for SH 60 from Milliken to WCR 396 is 2,350. The average daily traffic volume of SH 60, from WCR 396 to WCR 46 is 1,950, and for the stretch from WCR 46 to SH 256 is 1,850. The stretch from SH 256 to U.S. 85 is showing an average daily traffic of 1,700. This section of State Highway uses a 20 year factor of 2.00 with 10 percent trucks.

Weld County provided computer output information on traffic counts taken from 1988 to 1991. These were listed by the county road number and segments between existing county roads. Most of the volumes have counts below 1,000 ADT. The route along WCR 29.5 to WCR 31 (65th Avenue to 59th Avenue) has volumes in the range of 2,350 to 1,570 ADT.

To supplement this data the City of Greeley did additional counts along 59th Avenue, 65th Avenue and SH 60. The City took counts at the following locations with the following results:

Street Name	Section	Average Daily Traffic
59th Ave.	10th to 20th St.	3,756
59th Ave.	20th to US 34 Bypass	4,298
65th Ave.	US 34 Bypass to CR 54	3,830
65th Ave.	CR 54 to CR 52	3,320
77th Ave.	North of CR 378	340
SH 60	RR to Platte River	3,290

The City counts indicated that traffic indeed has grown over the last several years. As an example CDOT had traffic counts along the north section of SH 60 in 1991 of 1,850 vehicles per day. Recent counts by the City indicates that this same segment of highway is now at 3,290 vehicles per day.

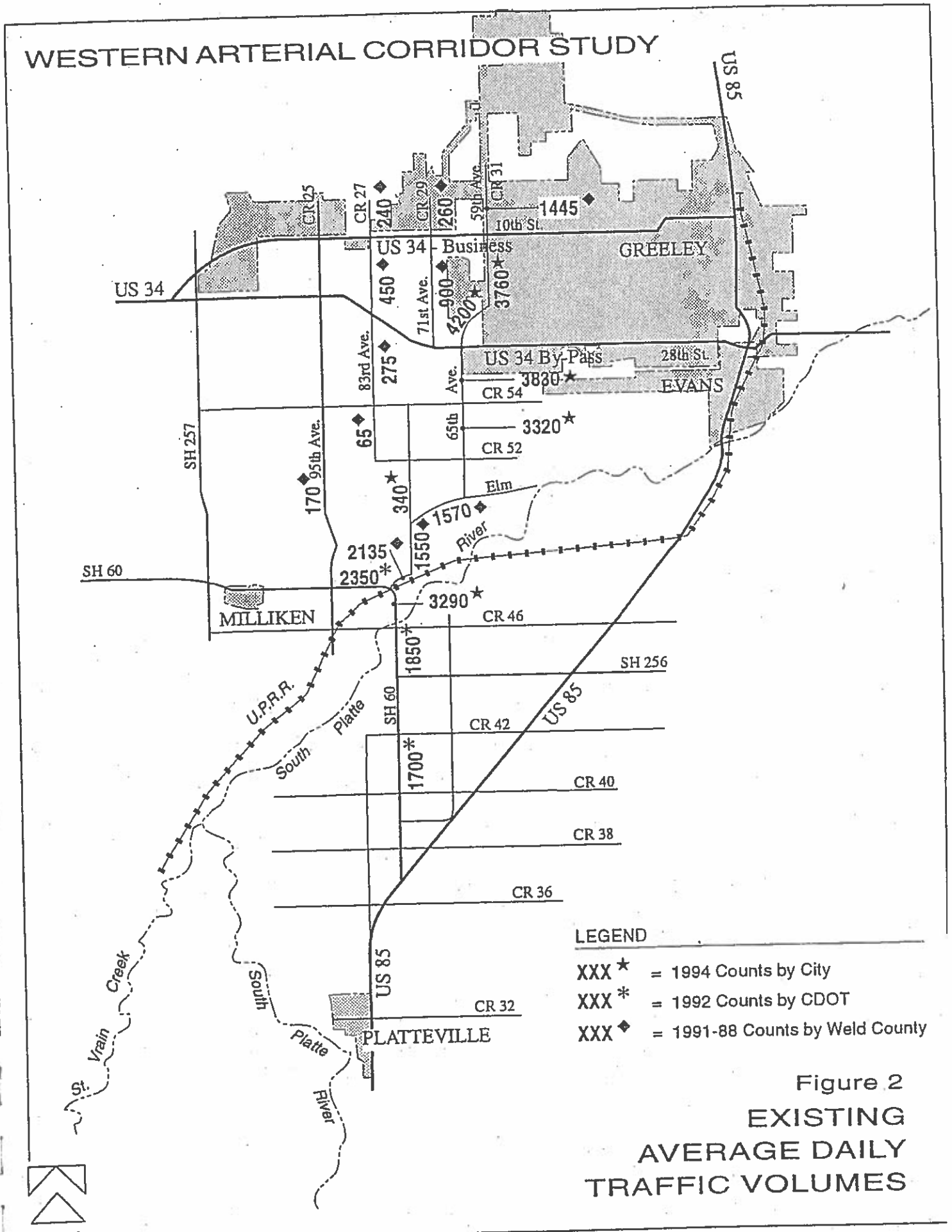


Figure 2

EXISTING AVERAGE DAILY TRAFFIC VOLUMES

Western Arterial Corridor Study 94-122 8/17/95

B. ROADWAY CONDITIONS

1. South Segment

a. *Surface Conditions and Right-of-Way*

Figure 3 illustrates the existing roadway conditions and width. State Highway 60 from U.S. 85 to SH 256 has a 22 foot paved surface with unpaved shoulders. The north third of the SH 60, from SH 256 north has a 44 foot paved surface consisting of 2-12 foot travel lanes and 2-10 foot paved shoulders. The north third of SH 60 was resurfaced in 1987. Right-of-way was purchased in 1959 for approximately 150 feet. Some spot areas have 125 feet of right-of-way. The south two third of SH 60 was resurfaced in 1985. Right-of-way for most of this section is 80 to 100 feet in width.

b. *Bridge Structures*

There are three major structures along this route. They are:

Structure No.	Intersecting Feature	Sufficiency Rating	Year Built
C-17-B	South Platte River	74.9	1958
C-17-FM	Union Canal	82.9	1988
C-17-q	Western Supply Ditch	96.8	1972

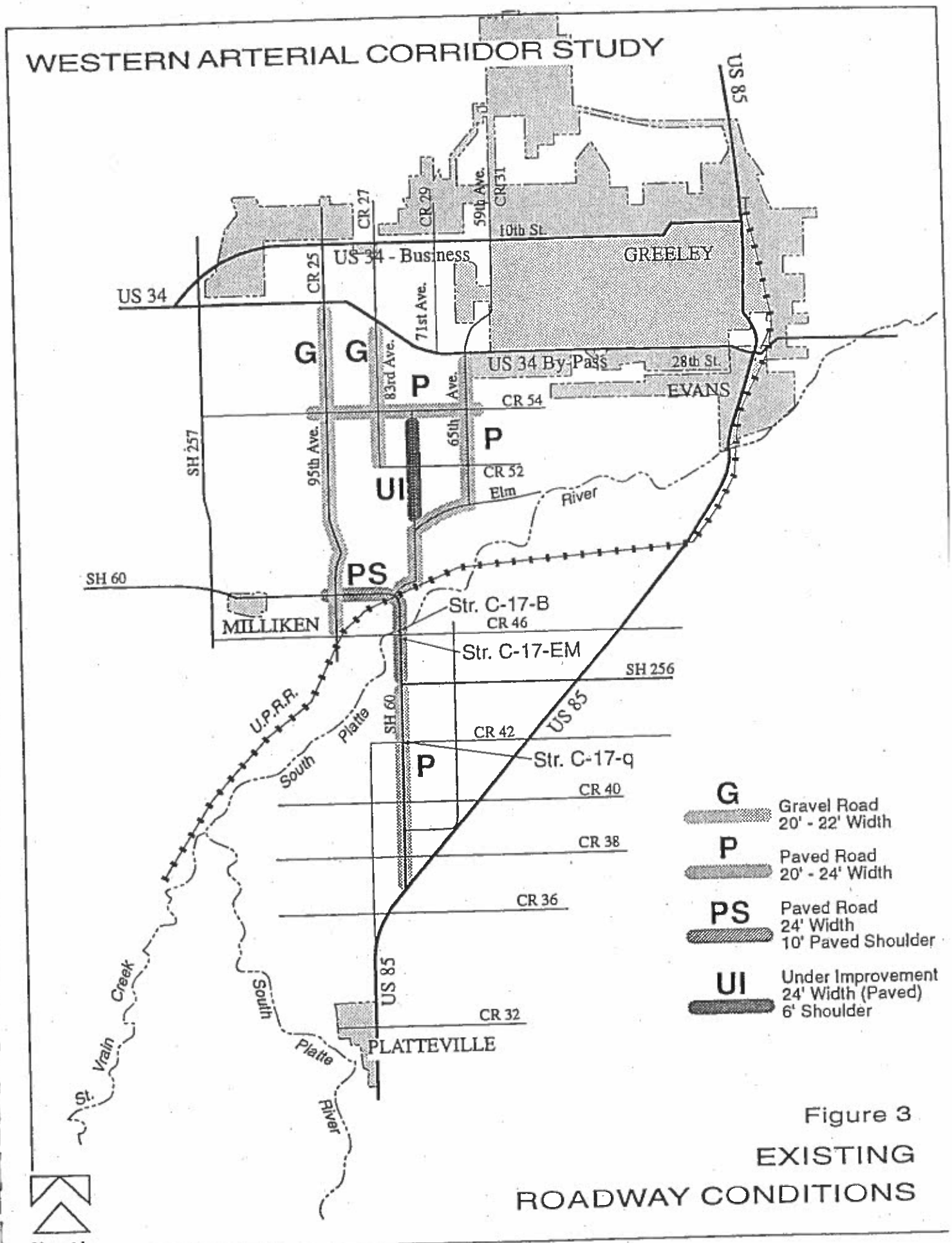
None of these structures are functionally obsolete or structurally deficient. The Platte River bridge has a clear roadway width of 30 feet, with substandard approach rail.

c. *Utilities*

Public Service has an electric distribution line running along the east side of SH 60. U.S. West has a phone line along the same overhead lines as PSCO.

Both KN Front Range Gathering Company (KNFG) and Synder Oil Company (SOCO) have gas gathering facilities along SH 60. KNFG has a line that parallels SH 60 on the east side for the first 2.5 miles form U.S. 85. SOCO has a line that crosses at mile post 18.8.

There are three ditch companies that cross the SH 60 alignment. The Farmers Independent Ditch crosses at mile post 18.6. The Western Supply Ditch crosses at mile post 17.6. The Union Canal crosses just south of the Platte River bridge at mile post 15.7.


WESTERN ARTERIAL CORRIDOR STUDY
US 85
CR 31
59th Ave.
CR 29
CR 27
10th St.
US 34 - Business
GREELEY
CR 25
US 34
71st Ave.
G
G
83rd Ave.
P
US 34 By-Pass
28th St.
EVANS
CR 54
65th Ave.
P
SH 257
95th Ave.
CR 52
UI
Elm River
SH 60
PS
Str. C-17-B
MILLIKEN
CR 46
Str. C-17-EM
SH 256
U.P.R.R.
South Platte
SH 60
US 85
CR 42
P
Str. C-17-q
CR 40
CR 38
CR 36
US 85
South Platte River
St. Vrain Creek
CR 32
PLATTEVILLE
G
Gravel Road
20' - 22' Width
P
Paved Road
20' - 24' Width
PS
Paved Road
24' Width
10' Paved Shoulder
UI
Under Improvement
24' Width (Paved)
6' Shoulder
North
Figure 3
EXISTING
ROADWAY CONDITIONS
Western Arterial Corridor Study 94-122 12/15/95

2. North Segment

a. *Surface Conditions and Right-of-Way*

The present route for the Western Arterial (WCR 396 to WCR 27.5 to WCR 378 to WCR 29.5) has a 20 - 24 paved surface with no shoulders. County Road 27.5 was to be improved by the County to a 24 foot paved section with 6 foot gravel shoulder, from WCR 378 to WCR 54 (37th Street). This action has been delayed awaiting the out come of this study. 95th and 83rd Avenues south of The U.S. 34 bypass have a 24 foot gravel surface.

The right-of-way along the County Roads is for the most part a 60 foot width, 30 feet each side of center line. When the County planned on improving WCR 27.5, they were going to obtain 40 additional feet of right-of-way, for a total width of 100 feet.

b. *Bridge Structures*

There is one major structure in the northern corridor over the Big Thompson River. The existing structure is reported to be insufficient for passing the design year flood. The width is also inadequate and is approximately 22 feet.

c. *Utilities*

Along the 65th Avenue corridor there is overhead electric and telephone. There is also a water main that runs along the east side of the roadway.

The 77th Avenue corridor also has a water line and overhead power and telephone. There is also power and telephone along 83rd Avenue, but no indication that water is within the corridor.

Public Service Company of Colorado has two transmission lines within the study corridor. One is the 115 kilovolt Weld-Rosedale line, and the other is the 230 kilovolt Weld-Fort Saint Vrain. Both lines run south, from the Weld Substation north of U.S. 34 business route. These lines continues south to a point a half mile north of WCR 54, and a half mile west of 83rd Avenue. From this point, the 115 kilovolt line heads east, paralleling WCR 54. At the same point the 230 kilovolt line continues south.

There are major natural gas collection facilities all through the area west of 65th Avenue. A major collection line for the Snyder Oil Company is located along the 95th Avenue corridor to north of 49th Street. A parallel collection line runs up the electric transmission line easement from the old railroad alignment near WCR 378 to U.S. 34 by-pass.

Public Service Company did not show any information relative to service line for natural gas.

C. ACCIDENT DATA

Accident data was obtained from Weld County and the Colorado Department of Transportation. It is shown on figure 4. The Weld County information is in number of accidents with in a given year. This has been summarized as showing all accidents at the closest intersection over the time frame of 1988 to 1993. The Colorado Department of Transportation shows its data as an accident rate. This is total number of accidents per million miles of travel. The south segment of SH 60 has a low accident rate of 13. The high accident location along the County Roads is at the intersection and curve at WCR 396 and WCR 27.5, located south of the County landfill, where a total of 38 accidents occurred in the selected time frame. The intersection closest to the County landfill (WCR 27.5 and WCR 378) also has a high number of accidents at 13. The information for accidents was not found for the curve on 59th Avenue south of 20th Street, but it is known that this location produces a number of accidents.

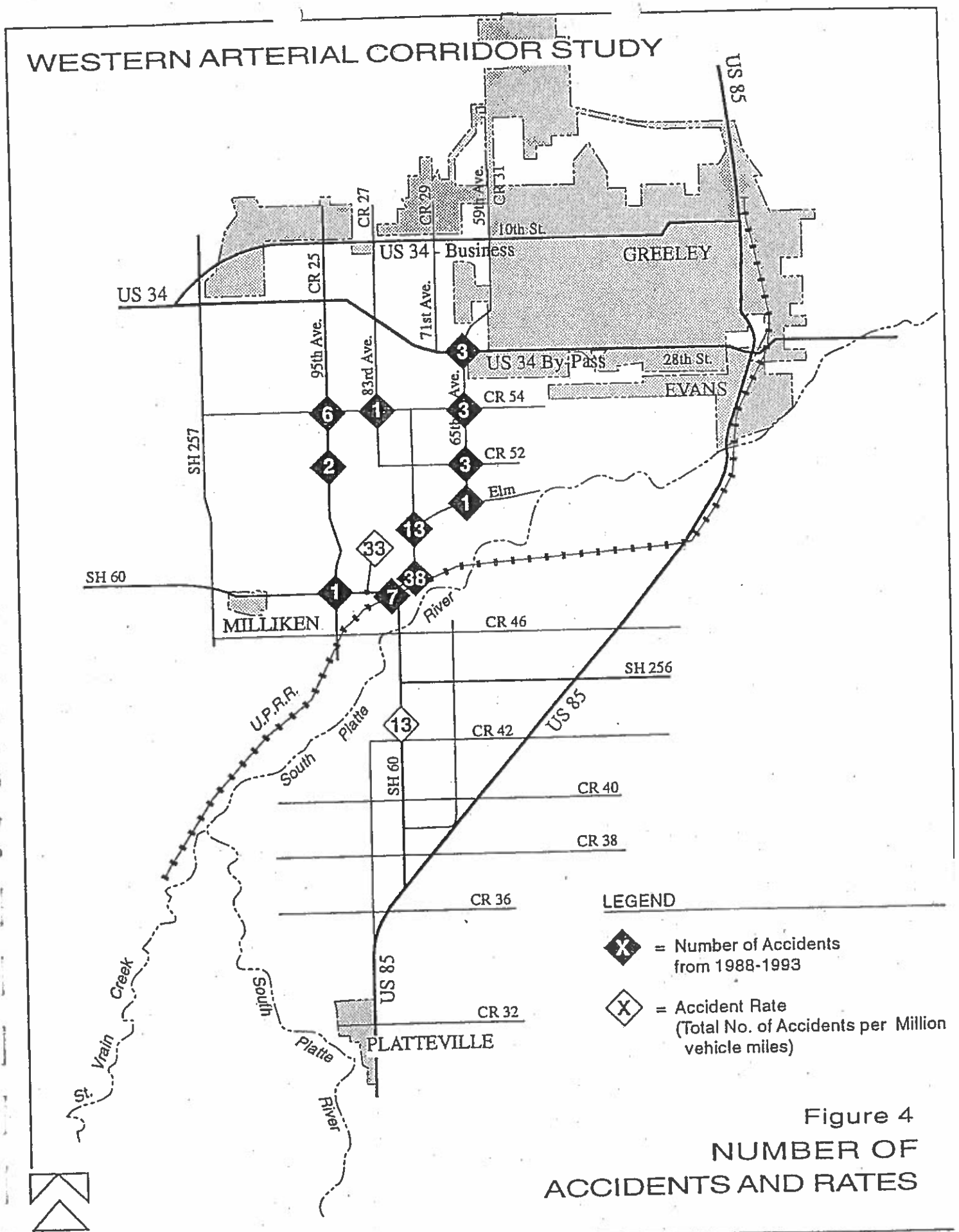


Figure 4

NUMBER OF ACCIDENTS AND RATES

III. PROPOSED ALTERNATIVES

A. DESIGN CRITERIA

Alternatives were designed using AASHTO and CDOT design criteria. Curves were designed to stay above 50 miles per hour. Lane widths are 12 feet and shoulder widths are maintained at 10 feet for the interim situation. The future minor arterial section, for the north segment, meets the minimum AASHTO and CDOT guild lines. This was done to allow for future use of Federal and State funding, if it should become available. Also note that while the design speed for this facility is at or above 50 miles per hour, the posted speed will be determined by other criteria and will tend to be 5 to 10 miles per hour less. This would result in a posted speed of 40 to 45 miles per hour. The southerly segment would look to have the design speed up to 60 miles per hour, as the existing posted speed is 55 miles per hour.

B. DESCRIPTION OF ALTERNATIVES

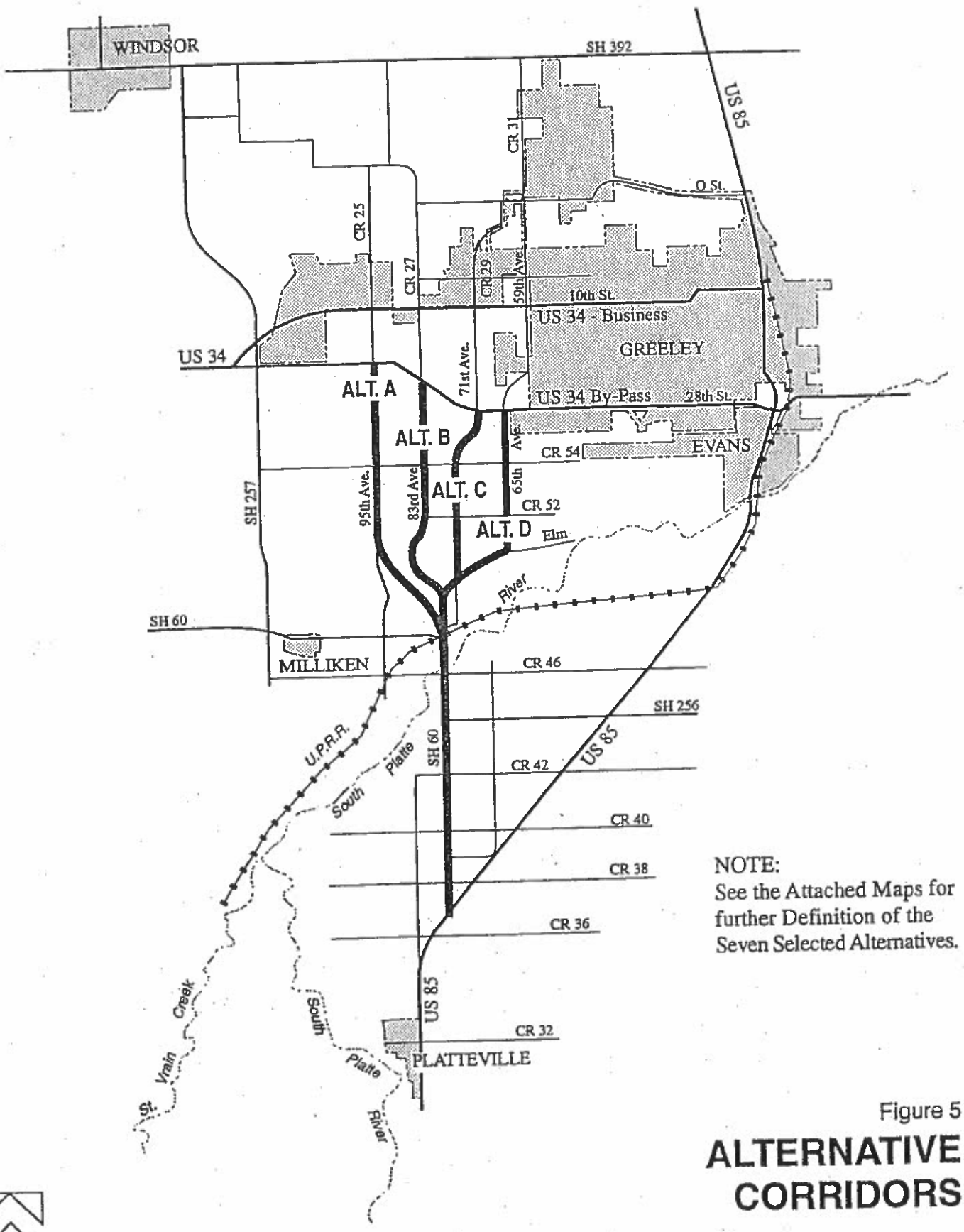
Initially four basic alternatives were identified, alternatives A, B, C, and D. They range from 95th Avenue on the west to 59th/65th Avenue on the east, and are illustrated on figure 5. These alternatives were then expanded to seven alternatives within the four basic corridors. They are Alternatives A, B, C, C1, C2, D and D1 (see figures 6 through 9).

The decision was made at the beginning of the study that SH 60, south of WCR 396 would be used as the only alternative for the south segment. Therefore all of the alternatives use this portion of SH 60 in their alignment. All the alternatives were drawn on a mapping base with a scale of 1 inch equals 500 feet.

Alternative A is the westerly most alignment. Alternative A is 10.4 miles long. It begins at the intersection of State Highway 60 and WCR 396, and curves to the northwest and back to the north to tie into 95th Avenue south of WCR 52. It continues north to tie into US 34 Bypass at 95th Avenue's existing alignment. See figure 6 for an illustration of the alignment.

The alignment contains two, 2 degree curves. A variation of the alignment has four, 4 degree curves just north of SH 60. It crosses the Big Thompson about a mile west of its present crossing. At this location the flood plain is narrower. After crossing the Big Thompson, the alignment climbs up a steep bluff to connect into 95th Avenue. From that point north, the vertical alignment of the new roadway will predominantly follow the vertical alignment of 95th Avenue.

The southerly intersection with SH 60 would be an at grade intersection. It would favor through traffic along the Western Arterial route and would have a stop condition with eastbound SH 60 and WCR 396. This would be the same for all the other alternatives. The intersection with US 34 Bypass would also be an at grade intersection. Signals would be installed at all intersections when they are warranted.



NOTE:
See the Attached Maps for further Definition of the Seven Selected Alternatives.

North

Figure 5

ALTERNATIVE CORRIDORS

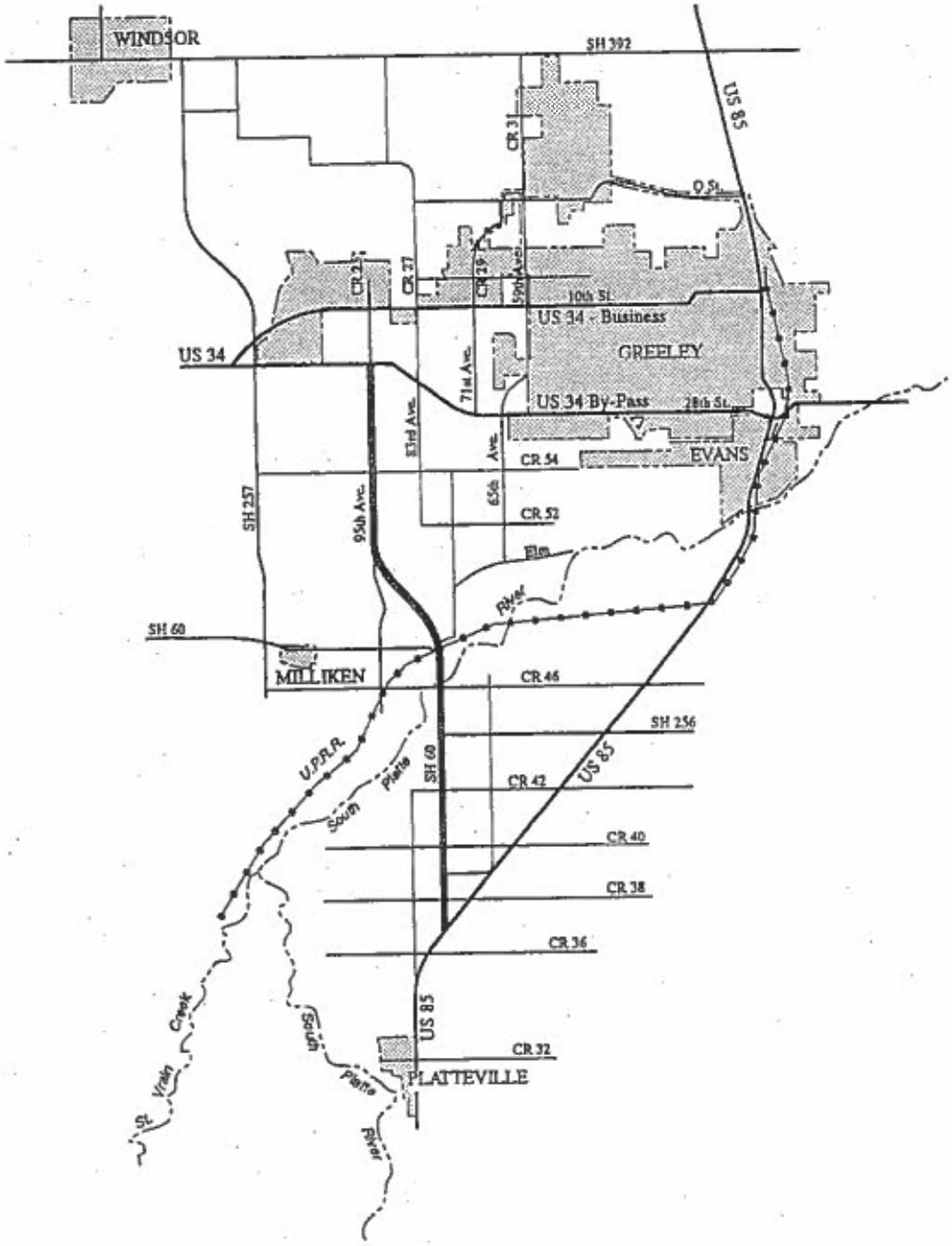


Figure 6

ALTERNATIVE A

Alternative B, shown in figure 7, continues up the section line along SH 60 to connect into 83rd Avenue at WCR 52. It crosses the Big Thompson, straight north along the same alignment as the south segment of SH 60, with a new structure about a ½ mile west of its present structure. Here the flood plain is slightly narrower. All the remaining alternatives use this same crossing of the Big Thompson River. About 500 feet north of the Big Thompson River, the alignment connects to an abandoned railroad track bed. At this point the remaining alternatives split into differing directions.

Alternative B continues north from this point to bypass the present landfill by curving around the landfill to the west. It uses four, 4 degree curves to accomplish this. The alignment has to climb the bluff and follow a ridge to avoid a drainage way and wetlands located just west of the landfill. North of the landfill it curves to the north east to cross the drainage way and connects with 83rd Avenue at the intersection of WCR 52. From here it continues north along the 83rd Avenue alignment to US 34 Bypass. It connects with the US 34 Bypass with a skewed at grade intersection. The total length of Alternative B is 9.8 miles.

Alternative C, shown in figure 7, connects with Alternative B just north of the north abutment of the Big Thompson River structure. It continues along the abandoned railroad track bed to curve north at 77th Avenue (WCR 27.5).

The alignment around the landfill to the east, follows the alignment proposed by Weld County. Improvements for this section of WCR 27.5 have been planned and construction drawings have been developed. Once the alignment connects back into the existing alignment for WCR 27.5, it continues north along 77th Avenue (WCR 27.5) until it intersects with WCR 54. Here Alternatives C, C1 and C2 split.

Alternative C, from WCR 54 north, has two reverse curves to connect to an extended alignment with the existing 71st Avenue south of US 34 Bypass. It crosses the Greeley ditch just south of US 34 Bypass. It has an at grade intersection with US 34 Bypass at the present location of the 71st Avenue and West 28th Street intersection. This would result in relocating a portion of the present day 28th Street, by moving its intersection with Alternative C, 600 feet south. Alternative C is 9.5 miles long and has six horizontal curves.

Alternative C1 is the same as Alternative C, except for the alignment north of WCR 54. Here is has two reverse curves to the west to allow it to connect into present 83rd Avenue, south of West 28th Street. See figure 8 for an illustration of Alternative C1. It crosses the Greeley ditch just north of WCR 54. The total length of Alternative C1 is 10.1 miles and has six horizontal curves.

Alternative C2, shown in figure 8, is the same as Alternatives C and C1 south of WCR 54. North of WCR 54 the alignment of Alternative C2 heads straight north and slightly east to avoid relocating the Greeley ditch. From here it continues north, up to West 28th Street and curves to the east to form a 90 degree at grade intersection with US 34 Bypass. It also crosses the Greeley ditch. Alternative C2 is 9.5 miles long and has six horizontal curves in its alignment.

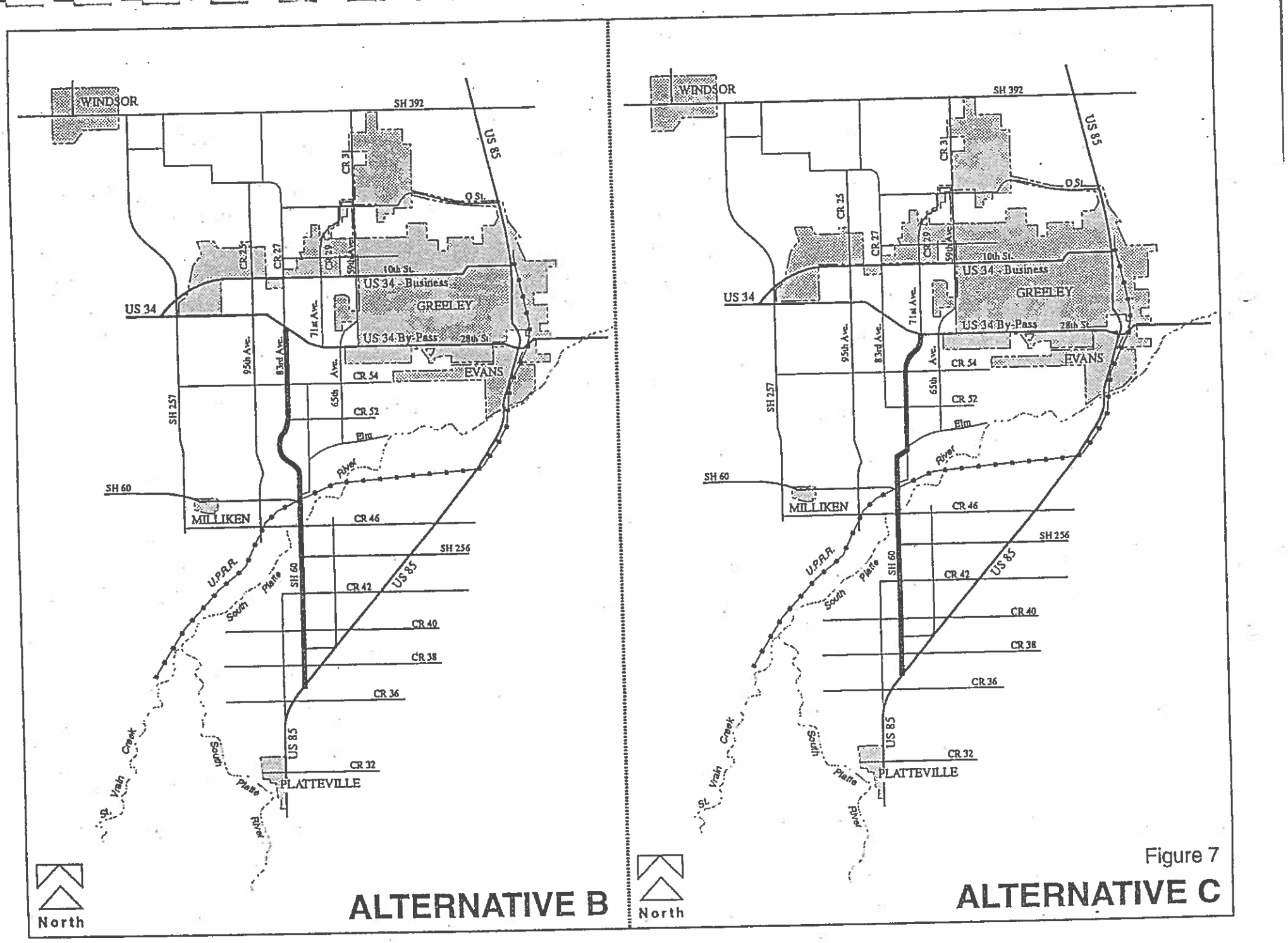

WINDSOR
SH 392
US 85
CR 3
O St.
CR 25
CR 27
CR 29
59th Ave.
10th St.
US 34 - Business
GREELEY
US 34
71st Ave.
US 34 By-Pass
28th St.
95th Ave.
83rd Ave.
65th Ave.
CR 54
EVANS
SH 257
CR 52
Elm
River
SH 60
MILLIKEN
CR 46
SH 256
U.P.R.R.
South Platte River
CR 42
CR 40
CR 38
CR 36
St. Vrain Creek
CR 32
PLATTEVILLE
North
ALTERNATIVE B
ALTERNATIVE C

Figure 7

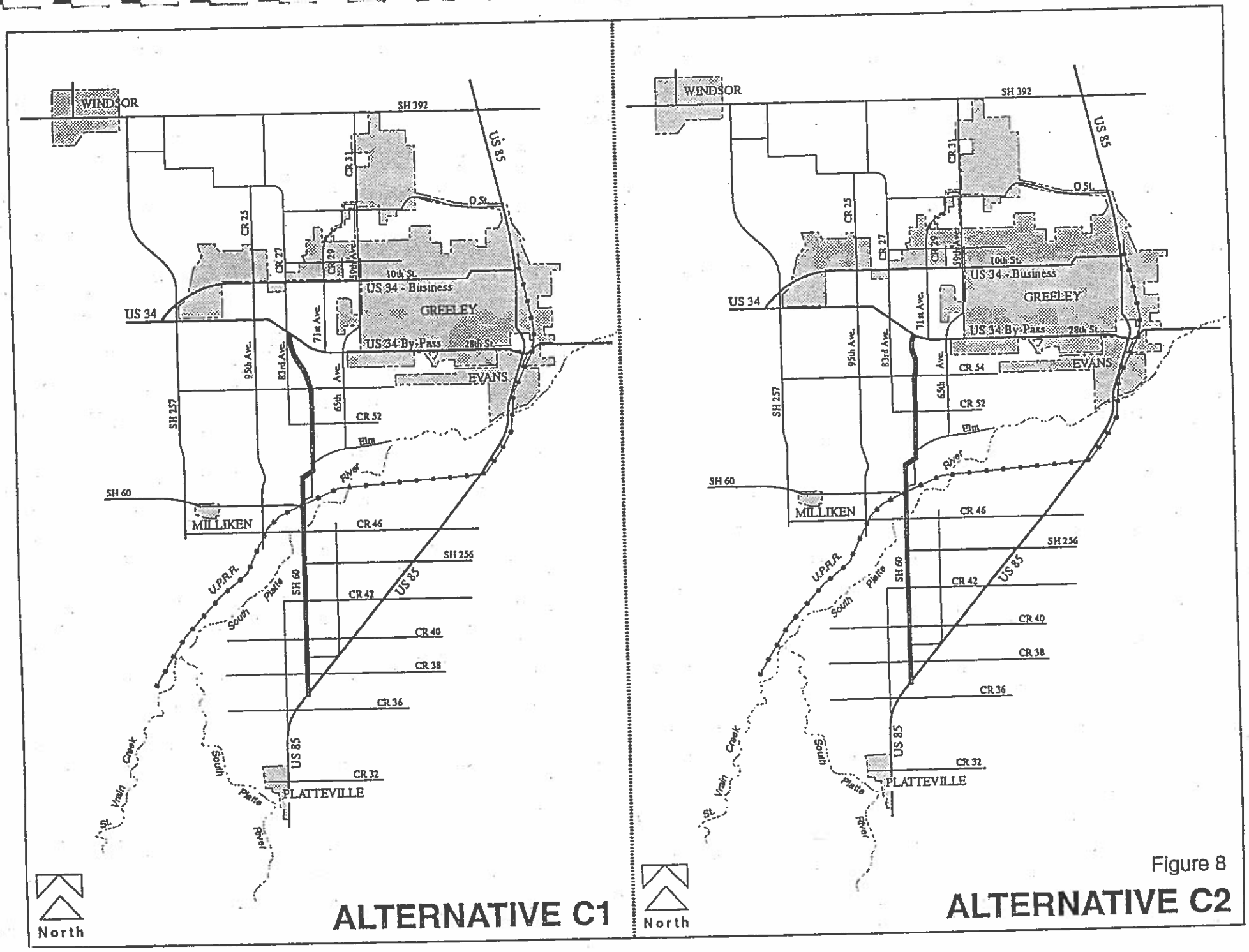
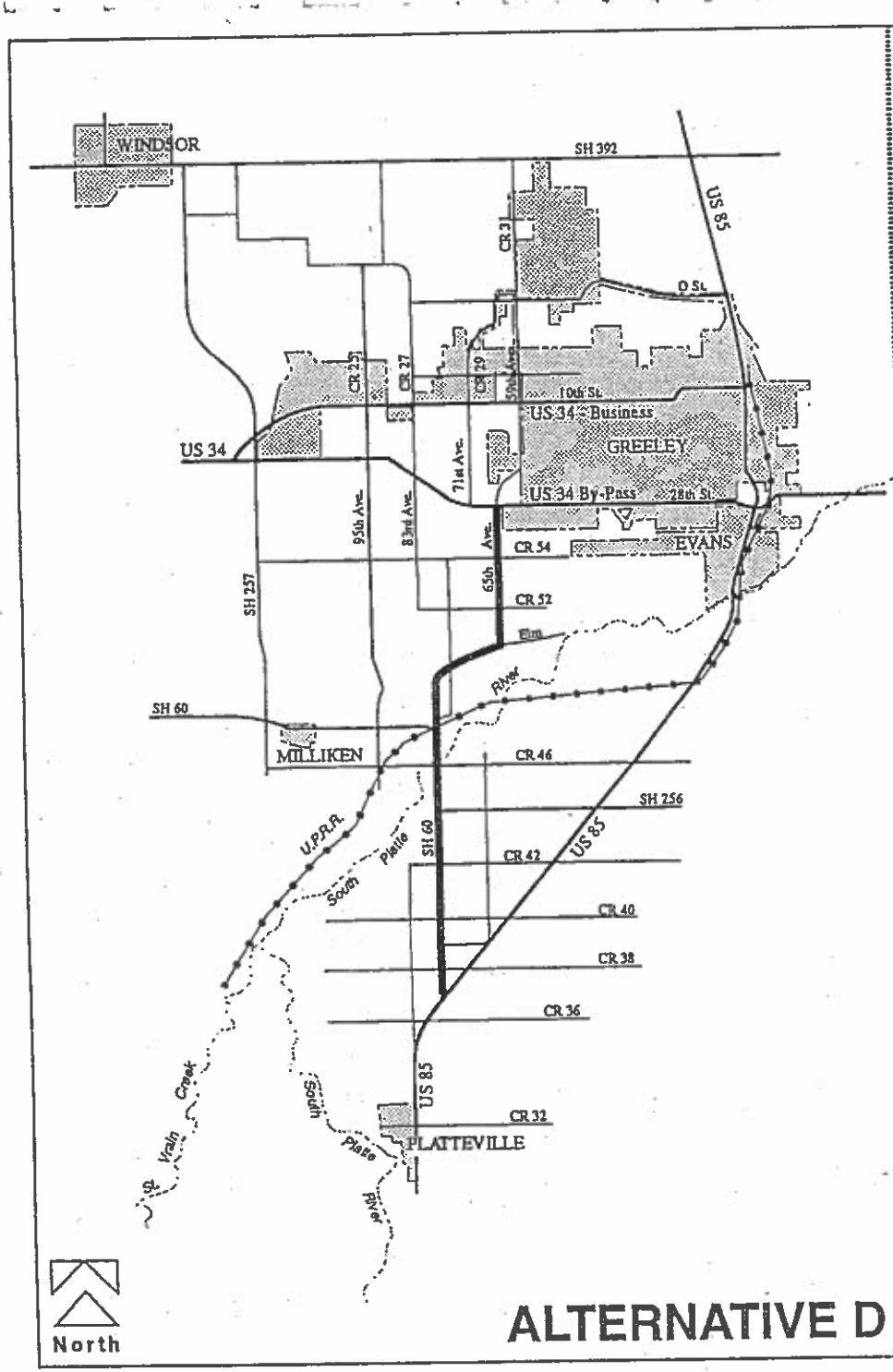

WINDSOR
SH 392
US 85
CR 31
O St.
CR 25
CR 27
CR 29
59th Ave.
10th St.
US 34 - Business
GREELEY
US 34
71st Ave.
US 34 By-Pass
28th St.
95th Ave.
83rd Ave.
65th Ave.
EVANS
CR 54
SH 257
CR 52
Flm
River
SH 60
MILLIKEN
CR 46
SH 256
U.P.R.R.
South Platte River
CR 42
CR 40
CR 38
CR 36
CR 32
PLATTEVILLE
St. Vrain Creek
North
ALTERNATIVE C1
ALTERNATIVE C2

Figure 8

Alternative D, shown in figure 9, splits from Alternative C at the intersection with WCR 378 and WCR 27.5. It continues along WCR 378 and follows its alignment to where it curves north to align with 65th Avenue. At this location about a quarter of a mile of roadway will be completely rebuilt to improve an existing substandard situation and high accident location. The existing tight horizontal curve will be flattened with a larger radius curve and the vertical profile improved as well.

The alignment then continues along 65th Avenue, north to the intersection with US 34 Bypass. Alternative D is 10.0 miles long and has two 4 degree curves in its alignment.

Alternative D1, shown in figure 9, is the same as Alternative D south of WCR 54. Less than a half mile north of WCR 54, Alternative D1 curves to the west and back to the north to tie into 71st Avenue's alignment at the US 34 Bypass. It crosses the Greeley ditch just south of US 34 Bypass. Like Alternative C, it will require the relocation of West 28th Street and its present intersection with the US 34 Bypass. Alternative D1 has a total length of 10.2 miles and has four horizontal curves.


WINDSOR
SH 392
US 85
CR 31
O St.
CR 23
CR 27
CR 29
59th Ave.
10th St.
US 34 Business
GREELEY
US 34
71st Ave.
US 34 By-Pass
28th St.
95th Ave.
83rd Ave.
65th Ave.
CR 54
EVANS
SH 257
CR 52
Elm
River
SH 60
MILLIKEN
CR 46
SH 256
U.P.R.R.
South Platte
CR 42
CR 40
CR 38
CR 36
St. Vrain Creek
South Platte River
CR 32
PLATTEVILLE
North
ALTERNATIVE D

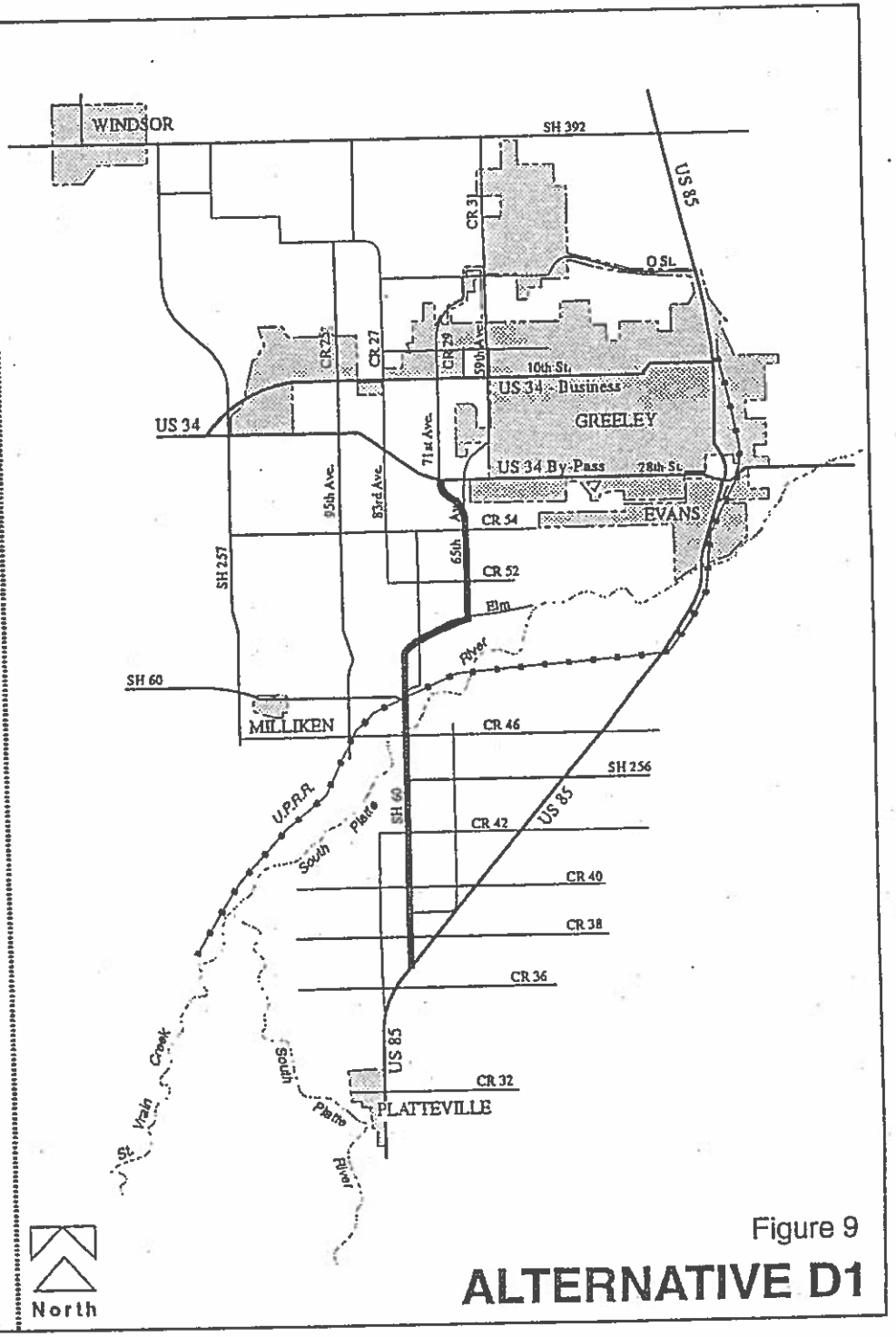

WINDSOR
SH 392
US 85
CR 31
O St.
CR 23
CR 27
CR 29
59th Ave.
10th St.
US 34 Business
GREELEY
US 34
71st Ave.
US 34 By-Pass
28th St.
95th Ave.
83rd Ave.
65th Ave.
CR 54
EVANS
SH 257
CR 52
Elm
River
SH 60
MILLIKEN
CR 46
SH 256
U.P.R.R.
South Platte
CR 42
CR 40
CR 38
CR 36
St. Vrain Creek
South Platte River
CR 32
PLATTEVILLE
North
ALTERNATIVE D1

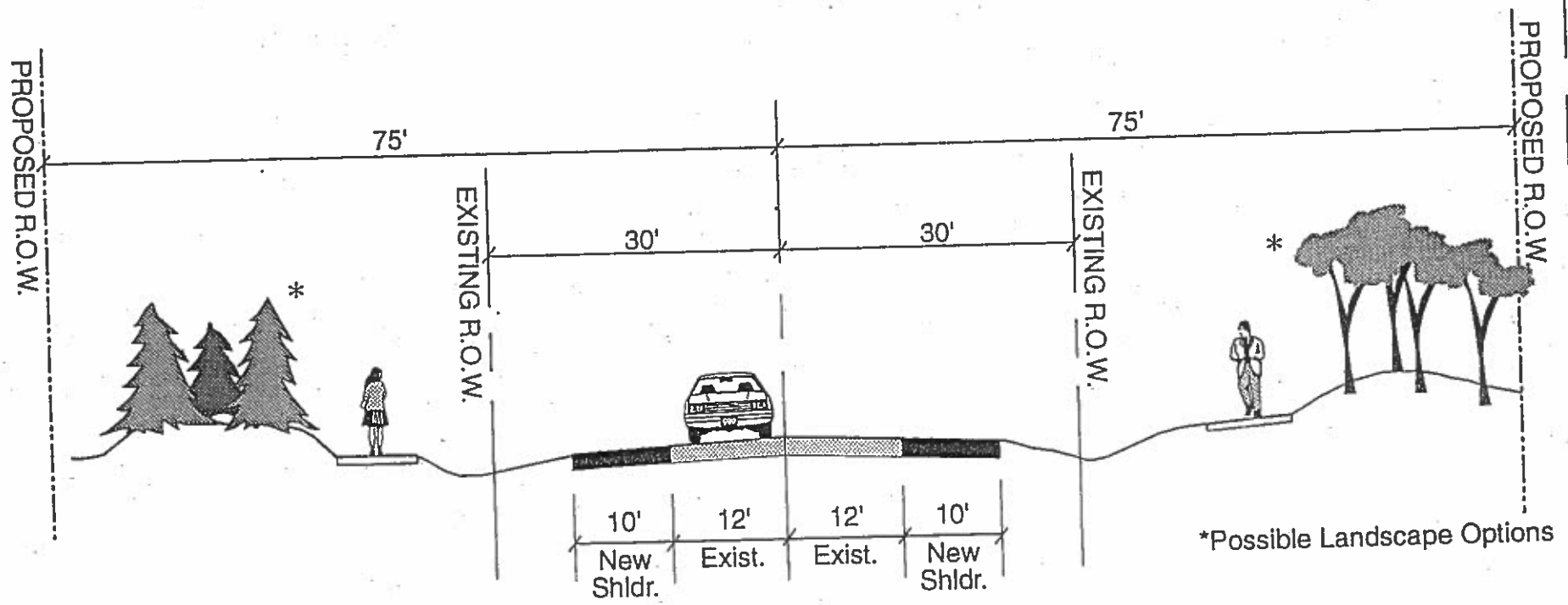
Figure 9

C. PROPOSED ROADWAY SECTION

The proposed improvements for the Western Arterial have been defined into two phases. Projections have shown that in twenty years traffic volumes along the corridor may be as high as 9,000 vehicles per day. This volume is near the threshold at which a four-lane roadway should be considered. Thus, construction of the arterial in two phases would be appropriate. The initial phase would involve improving the existing two-lane roadway to a 44-foot paved section. This would consist of two 12-foot travel lanes and two 10-foot shoulders. Intersections would be improved to include turn lanes where appropriate. (See Figures 10 and 12).

Construction of the initial two-lane facility would include the acquisition of 150 feet of right-of-way, which would provide adequate room for widening the improved two-lane roadway to a four-lane minor arterial if traffic demands become such that a four-lane capacity is needed. This amount of right-of-way could also be used to provide a significant buffer between the road and adjacent properties, particularly in the north section where a lesser road section is recommended. The ultimate section on the north segment would be an urban section, consisting of four 12-foot lanes, no median except at intersections (12 feet), a six-foot bike lane at the curb line, curb and gutter, five-foot walks on either side and a landscaped buffer area on the outside. (See Figure 11). The south segment, to maintain its more rural character, would consist of a 30-foot depressed median, with four 12-foot lanes, 10-foot outside shoulders and 4-foot inside shoulders. (See Figure 13).

WESTERN ARTERIAL CORRIDOR STUDY



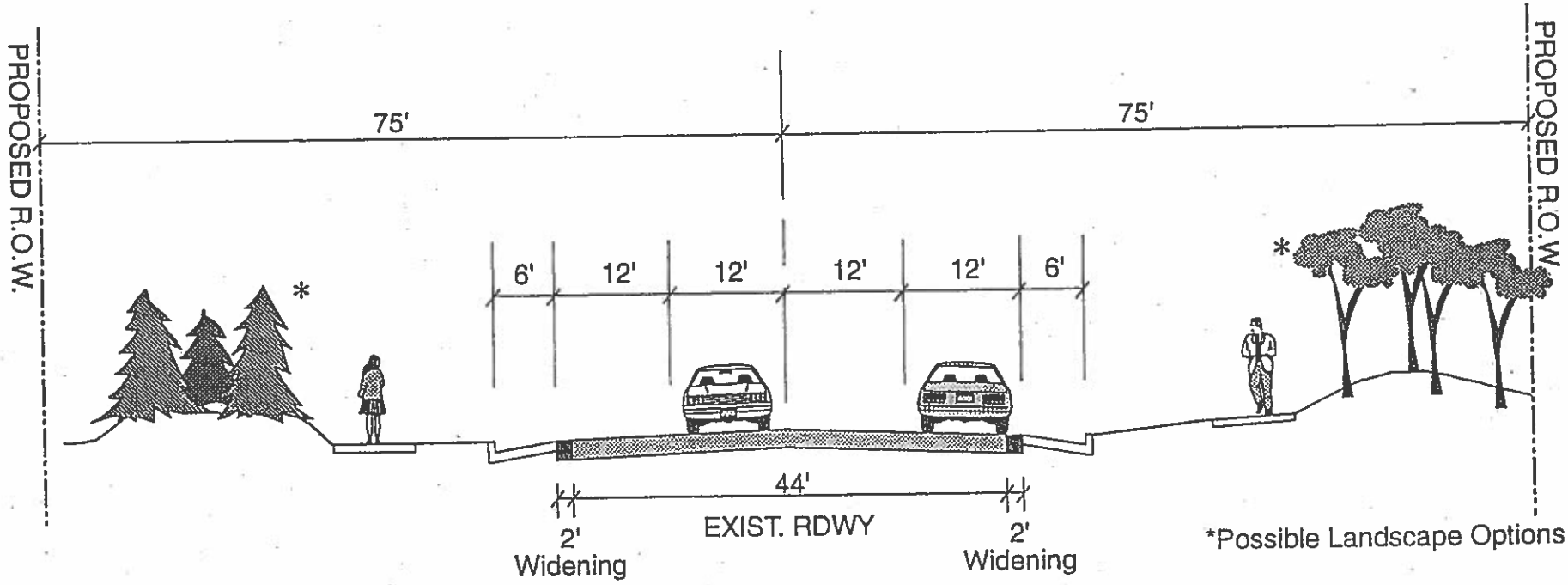
TYPICAL SECTION

S.H.60 to U.S.34 Bypass

Figure 10

INITIAL IMPROVEMENTS

WESTERN ARTERIAL CORRIDOR STUDY



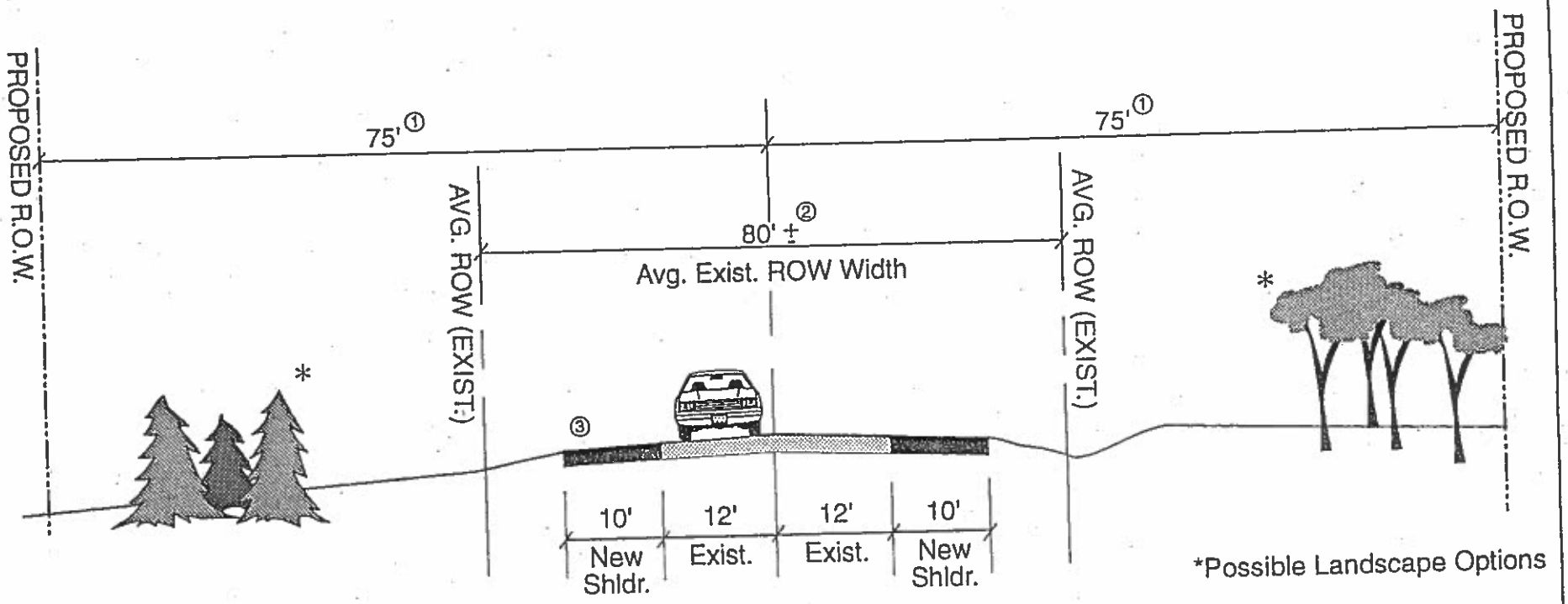
TYPICAL SECTION

S.H.60 to U.S.34 Bypass

Figure 11

ULTIMATE IMPROVEMENTS

WESTERN ARTERIAL CORRIDOR STUDY



TYPICAL SECTION

STATE HIGHWAY 60

NOTE:

① New ROW will be offset from existing south of SH 256.

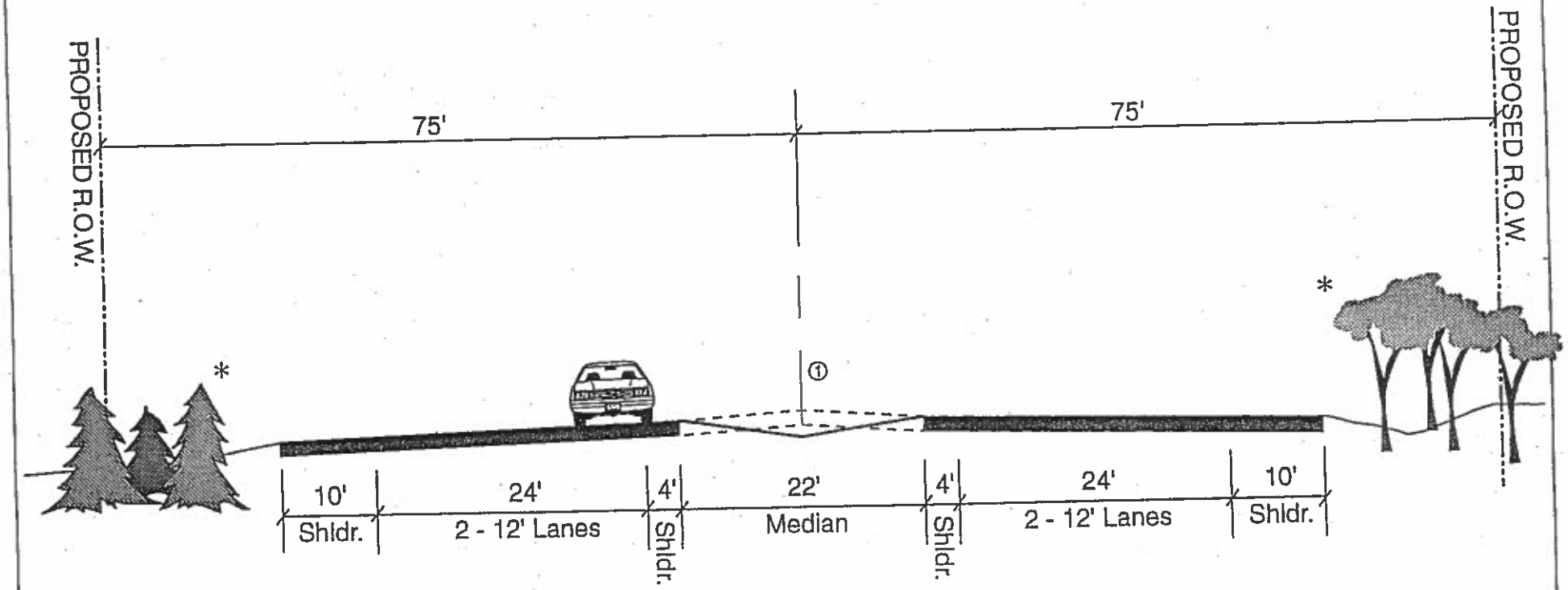
② Existing ROW north of SH 256 is 150'.

③ Roadway is 44' in width north of SH 256.

Figure 12

INITIAL IMPROVEMENTS

WESTERN ARTERIAL CORRIDOR STUDY



*Possible Landscape Options

TYPICAL SECTION

STATE HIGHWAY 60

NOTE:

① ROW and improvements will be offset from existing roadway to best utilize existing construction and to avoid existing buildings along narrower ROW south of SH 256.

Figure 13

ULTIMATE IMPROVEMENTS

C. TRAFFIC ANALYSIS

The 2015 vision plan for the North Front Range Transportation Plan was used as the model to evaluate the traffic and travel demands for the alternatives. Network modifications were made to forecast the travel demands for four of the alternatives. The alternatives evaluated are Alternatives A, B, C, and D. The Western Arterial Corridor was assigned a speed and capacity class of 23 for the whole of Alternative A and B, and for a major portion of Alternative C and D. This class corresponds to a free flow speed of 48 miles per hour and capacity of 800 vehicles per lane (defined for Level of Service LOS, C conditions). The results are shown on figures 14 and 15.

As is evident from the figures, only Alternative C has a significant effect on the reduction in the traffic volumes on existing 65th Avenue. The projected traffic volumes on Alternatives A and B alleviate some of the traffic on 65th Avenue, but do not carry the full volumes of the Western Arterial. In fact the projected volumes would indicate that constructing the Western Arterial further west than 77th Avenue would not be justified as the existing roadway network would carry the bulk of the future traffic.

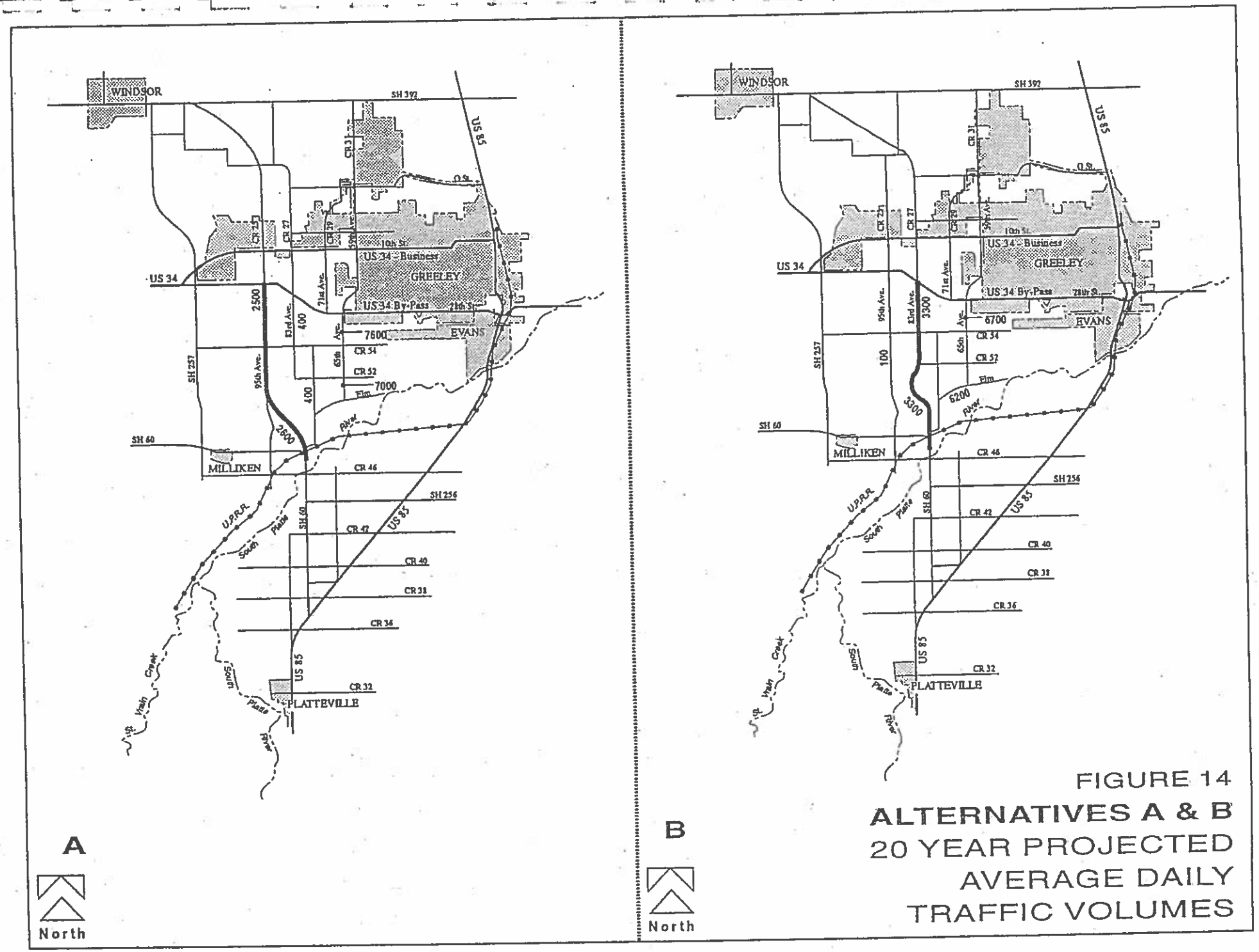


FIGURE 14

ALTERNATIVES A & B

20 YEAR PROJECTED AVERAGE DAILY TRAFFIC VOLUMES

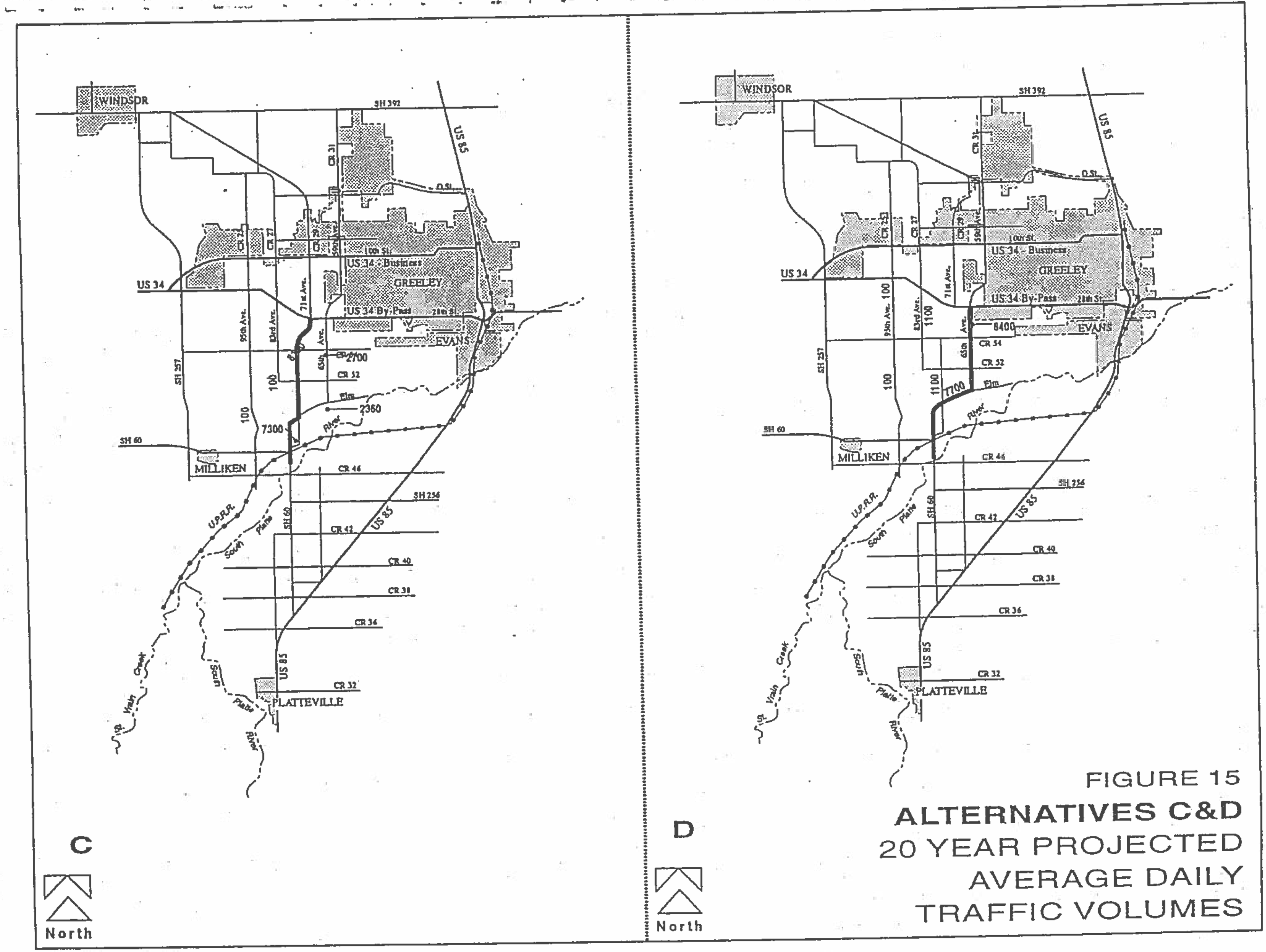


FIGURE 15

ALTERNATIVES C&D

20 YEAR PROJECTED
AVERAGE DAILY
TRAFFIC VOLUMES

IV. SCREENING PROCESS

A. SCREENING CRITERIA

Five screening categories were established: operations, planning, design elements, environmental and cost. These categories were further subdivided into specific factors. These specific measures were developed to provide meaningful comparisons between alternatives, and were also compatible with the level of detail at which the concepts were developed and the level of analysis appropriate for screening.

OPERATIONS

Three factors were identified as follows:

- Serves existing major movements. Based on traffic counts conducted by the County and CDOT, and recent tube counts performed by the City of Greeley, the existing major movement of traffic is along 59th Avenue/65th Avenue to CR 378 to County Road 27.5, to CR 396, and then finally to State Highway 60. Each alternative north of SH 60 was evaluated for its ability to handle the existing major traffic movements.

- Serves 2015 major movements. The vision plan of the 2015 model was obtained from the North Front Range Transportation and Air Quality Planning Commission. This tool was used to evaluate how each alternative would serve the 2015 major movements based on the projected growth in the area.

- System level of service. Level of service for each alternative was found to be well above acceptable levels of service. Therefore, each alternative was reviewed on how it would affect overall traffic operations within the corridor. Detailed levels of service were not calculated for each link, but volumes were compared to examine gross level of service for each link.

PLANNING

Three planning factors were identified, as follows:

- Compatibility with local objectives. Based on the planning documents and perspectives of local agency staff, each alternative was evaluated with respect to its compatibility with those local objectives.

- Land use and social impacts. Based on present and planned land uses, each alternative was evaluated on how it best fit in with the overall land uses. Comments from the public workshops were used in this criterion to determine which alternative best "fit-in" with the existing land uses.

- Public support. Comments received from the public at the workshops and by written correspondence were used in this criterion to determine those alternatives that would receive the best public support.

DESIGN ELEMENTS

Three design element factors were identified, as follows:

- Safety concerns of alternative. From the perspective of safety, the desired alternative would minimize horizontal curvature; would construct all intersections on a level grade at a 90 degree angle, and on tangent sections; and would minimize skew angles at the railroad crossing. All alternatives would be designed to follow an acceptable design standard for a four-lane divided arterial at a 50 MPH design speed; however, the alternatives with higher than minimum standards would be preferable.

- Safety concerns for corridor. Each alternative was evaluated as to how it would address safety for the existing corridor and its current problems. The existing safety problem areas have been identified through the analysis of the accident history in the corridor.

- Constructibility. Each alternative was evaluated for its ability to be phased with existing road improvements in the initial two-lane construction. Also, the ease with which each alternative could be expanded to the ultimate four-lane facility was assumed.

ENVIRONMENTAL

Five factors related to environmental considerations were identified:

- Right-of-way required. Gross acreage of needed right-of-way was identified for each alternative.

- Displacements/relocations. Each alternative was examined to determine if existing residences, farm structures, or businesses would be displaced.

- Wetlands/wildlife habitat. Impacts to wetlands and wildlife habitat were examined in each alternative and rated as high, medium or low. The quality of wetlands disturbed was also evaluated. This means that disturbance to wetlands along the rivers was considered to be more important than disturbance to wetlands created by irrigation or roadway ditches.

- Proximity to residences. Each alternative was evaluated as to the number of residences that would have the roadway in close proximity, thus affecting the noise and field of view of the residence.

- Aethetics of corridor. Each was evaluated as to the scenic sense each alignment might have as it would move through the natural landscape.

COST

Conceptual planning level cost estimates for each alternative were estimated for construction and right-of-way acquisition of the Phase I and Phase II construction. Phase I construction would build the improved two-lane roadway with the full 150 feet of right-of-way. Phase II construction would improve the two lane roadway to a minor arterial section as indicated in the previous sections. These are comparative costs and are not necessarily representative of actual construction and/or acquisition costs. Right-of-way was estimated at $0.50/square foot for acquisition of farmland and at $3.00/square foot for residential property. Contingencies were calculated at 25% of total items; engineering, surveying, construction observation, and material testing were estimated at 20% of construction items. See Appendix for a more detailed description of estimates.

TABLE 1
SCREENING SUMMARY OF ALTERNATIVES

Criteria/Alternative	A	B	C	C1	C2	D	D1
Operations							
Serves Existing Major Movements	Very low	Low	Medium	Low	Low	Very High	High
Serves 2015 Major Movements	Very Low	Low	Medium	Low	Medium	High	High
System Level of Service	Poor	Poor	Fair	Fair	Fair	Good	Good
Planning							
Compatibility with Local Objectives	Low for County City	Fair County Low City	Fair County Best City	Best County Fair City	Fair County Fair City	Fair City Low County	Fair City Low County
Land Use Impacts	Fair	Fair	Good	Fair	Fair	Poor	Poor
Public Support	Best	Good	Poor	Fair	Fair	Poor	Poor
Design Elements							
Safety Concerns for Alternative	2 Curves High Vert. Good	4 Curves High Vert. 1 Skew Inter. Poor	6 Curves Med. Vert. 1 Mod. Inter. Fair	6 Curves Med. Vert. 2 Skew Inter. Very Poor	6 Curves Med. Vert. 1 Mod. Inter. Fair	2 Curves Low Vert. 1 Mod. Inter. Best	4 Curves Low Vert. 2 Mod. Inter. Better
Safety Concerns for Corridor	Low	Low	Some Aided	Some Aided	Some Aided	Take Care of Existing Problem	Take Care of Existing Problem
Constructibility	1.4 Mi. New Rdwy None Paved Good	2.5 Mi. New Rdwy None Paved Poor	2.8 Mi. New Rdwy Some Paved Fair	2.6 Mi. New Rdwy Some Paved Good	2.8 Mi. New Rdwy Some Paved Fair	1.9 Mi. New Rdwy Existing Paved Best	2.8 Mi. New Rdwy Most Paved Good
Environmental							
Right-of-Way Required	72 Ac.	74 Ac.	63 Ac.	68 Ac.	63 Ac.	72 Ac.	80 Ac.
Displacement-Relocations	Res-1 Facility-3	Res-1 Facility-5	Res-0 Facility-3	Res-0 Facility-4	Res-0 Facility-3	Res-0 Facility-5	Res-0 Facility-5
Wetlands/Wildlife	More	More	Mod.	Mod.	More	Mod.	Mod.
Proximity to Residences	Res-6	Res-8	Res-3	Res-5	Res-6	Res-7	Res-7
Aesthetics of Corridor	Good	Best	Fair	Fair	Fair	Fair	Fair
Cost	$13.9 Mil.	$14.0 Mil.	$11.1 Mil.	$12.1 Mil.	$11.1 Mil.	$11.7 Mil.	$12.4 Mil.

B. RANKING AND RESULTS

Each alternative was ranked relative to the other alternatives in each category. Table 1, Screening Summary of Alternatives, shows a summary of the factors and how each related to the other. Table 2, Ranking of Alternatives, indicates a numerical ranking that was assigned to each alterative from 1 to 7, with 1 as the best. In the case of a tie or a none discernible difference, then the alternatives were ranked with the same number and shown as a tie with a "T".

OPERATIONS

Operations favored Alternative D as it best serves the existing and future traffic demands. Alternatives C and D1 also serve these movements well as indicated in the traffic analysis section of this report. The other alternatives progressively rank lower, due to the fact that as the Western Arterial moves further west less of the 2015 traffic is served by this facility.

PLANNING

The three factors of this category favored different alternatives for differing reasons. Compatibility with local objectives was best met by C and C1. Alternative C2 was a close third. This is primarily due to the fact that the County has already started planning the improvements for 77th Avenue.

Land use impacts were deemed poorest along 65th Avenue and best along 77th Avenue. This again is due to the existing plans for the County. All of the corridors have approximately the same land uses. The predominate land use is agricultural and residential. Several areas also use the agricultural fields for gas recovery sites.

Public support favored moving the alignment as far west as possible, therefore Alternative A did best in this factor and C, D and D1 did the poorest.

Overall Alternative C1 did the best as it had both County and public support.

DESIGN ELEMENTS

Alternative D ranked best in this category as it had the fewest horizontal curves, best took care of the existing safety and existing accident locations and had a small amount of new construction. Alternative D1 came in a close second, with Alternative A in third due to least amount of new construction and few horizontal curves.

ENVIRONMENTAL

Alternative C ranked the best due to the least amount of new right - of - way required and impacts and closeness to businesses and residences. The reason that Alternative C requires less right - of - way is because of the planned improvements by the County. These improvements are considered to be "in place" by the time the Western Arterial improvements begin. The impacts to the residences in the area considered only those homes south of US 34 Bypass. Alternative B ranked best in the aesthetics of the corridor, as it has the best opportunity to blend the alignment up the bluff and traverse by a scenic drainage way. It will also offer a great view to the Platte River basin as a motorist travels south to the Platte basin.

COSTS

Alternatives C and C2 rank the best due to lowest costs. This is primarily due to the length of these two alternatives being the shortest distance from SH 60 to US 34 Bypass.

TABLE 2
RANKING OF ALTERNATIVES

Criteria	A	B	C	C1	C2	D	D1
Operations	7	6	3	5	4	1	2
Planning	5	3T	2	1	3T	6T	6T
Design Elements	3	7	4T	4T	4T	1	2
Environmental	5T	7	1	2	3	4	5T
Cost	6	7	1T	4	1T	3	5
Overall	26 (6)	30 (7)	11 (1)	16 (3)	15 (2)	15 (3)	20 (5)
Alternatives ranked from 1 (best) to 7 (worst) in each category T indicates a tie.							

IV. RECOMMENDATION

First, it is recommended that the Western Arterial and the Harmony/85 Expressway Corridor be clearly defined as two separate projects. Furthermore, if, after further study, a regional route such as the Harmony/85 Expressway Corridor is determined to be an appropriate regional need, it is recommended that it should be located in a corridor west of 83rd Avenue.

Recognizing that the primary objective of the Western Arterial is to provide a safer and more efficient route between West Greeley and US 85 to serve the growing travel demand in this area, and due to concerns of local citizens, Weld County and City Council, the preferred alignment is Alternative C1. South of WCR 54, Alternatives C, C1, and C2 are identical and, therefore, exhibit the same benefits. North of this point, the alignment to 83rd Avenue (Alternative C1), is preferred because it would best serve the foreseeable future travel demand in this area.

It is further recommended that the Western Arterial be constructed as an improved two-lane roadway only, with appropriate shoulders and intersection improvements. However, it is recommended that 150 feet of right-of-way be established for this road. This would allow the roadway to be expanded to four lanes when the traffic volumes grow to that level; the traffic projections suggest that this will not be necessary for 15 to 20 years. In addition, this right-of-way would allow the roadway to be aesthetically designed with significant buffers for adjacent development. Consistent with this concept, it is recommended that two typical sections be used in the design of the road. In the south portion, the typical rural arterial section (see page 24 for section), with a grass median should be used. In the north segment, an urban minor arterial section should be designed (see page 22 for section), having buffer areas on the sides of the road.

The City Council of Greeley has approved Resolution No. 83, 1995 concerning the preferred alignment.

CITY OF GREELEY, COLORADO

RESOLUTION NO. 83, 1995

A RESOLUTION RECOGNIZING THE NEED FOR AND THE DESIGNATION OF A CORRIDOR FOR AN ARTERIAL ROADWAY CONNECTING US 34 BYPASS IN WEST GREELEY SOUTH TO US 85.

WHEREAS, OVER THE PAST FEW YEARS, THERE HAS BEEN INCREASED DEVELOPMENT IN THE WESTERN AREA OF GREELEY, AND

WHEREAS, THERE IS A GROWING NUMBER OF VEHICLES, CURRENTLY ESTIMATED AT 3500/DAY, EXPECTED TO GROW TO 6500/DAY BY 2000, USING COUNTY ROADS AND S.H. 60 AS A SHORT CUT FROM US 34 BYPASS TO US 85, AND

WHEREAS, THE CITY OF GREELEY HAS RECOGNIZED THE NEED FOR A WESTERN GREELEY ARTERIAL CONNECTION AND TO PLAN FOR FUTURE GROWTH AND TRAFFIC DEMANDS, AND

WHEREAS, THE CITY OF GREELEY COMMISSIONED A STUDY IN 1994 TO INVESTIGATE THE FEASIBILITY OF SEVERAL ALTERNATIVE CORRIDORS IN WHICH AN ARTERIAL ROADWAY COULD BE CONSTRUCTED, AND

WHEREAS, THE CITY OF GREELEY HAS CONDUCTED SEVERAL PUBLIC WORKSHOPS TO GATHER PUBLIC INPUT AND MET WITH THE WELD COUNTY COMMISSIONERS AND THE COLORADO DEPARTMENT OF TRANSPORTATION, AND

WHEREAS, THE WESTERN GREELEY ARTERIAL CORRIDOR STUDY HAS BEEN COMPLETED AND A RECOMMENDED CORRIDOR HAS BEEN IDENTIFIED, AND

WHEREAS, INTERGOVERNMENTAL AGREEMENTS BETWEEN THE CITY OF GREELEY, WELD COUNTY, AND THE COLORADO DEPARTMENT OF TRANSPORTATION NEED TO BE PREPARED, AND

WHEREAS, THE DESIGNATION OF AN ARTERIAL ROADWAY CORRIDOR AND THE RESERVATION OF THE REQUIRED RIGHT-OF-WAY IS ESSENTIAL TO THE CONTINUED DEVELOPMENT OF GREELEY AND RESULTANT FUTURE TRAFFIC DEMANDS.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GREELEY, COLORADO:

1. The Western Greeley Arterial Roadway route is determined to be from south to north, utilizing S.H. 60 from the intersection of S.H. 85 north to CR 27½, continuing north on CR 27½ to CR 54, and continuing northwest along a new alignment connecting to S.H. 34 Bypass at 83rd Avenue.

2. 83rd Avenue will be the City's long-range planned major arterial route passing through the City connecting with CR 27 north of Greeley which in turn connects to S.H. 392.

3. 71st Avenue is included in the City's long-range comprehensive plan as a minor arterial roadway between US 34 Bypass on the south and "C" Street on the north, and it will not connect to the Western Arterial Roadway between County road 54 and US 34 Bypass.

4. The City staff is directed to proceed with discussions with CDOT, Weld County staff, and others to prepare plans and a time table for completion and to develop recommendations for intergovernmental agreements to accomplish right-of-way acquisition and construction of this route and report progress on such efforts on a regular basis.

5. The City staff is directed to continue efforts to keep residents and property owners of the areas affected by this route informed and to solicit public input as detailed plans are formulated.

6. The City staff is directed to seek inclusion of the Western Greeley Arterial Roadway Route in the North Front Range MPO Transportation Improvement Program and the 20-year Regional Transportation Plan.

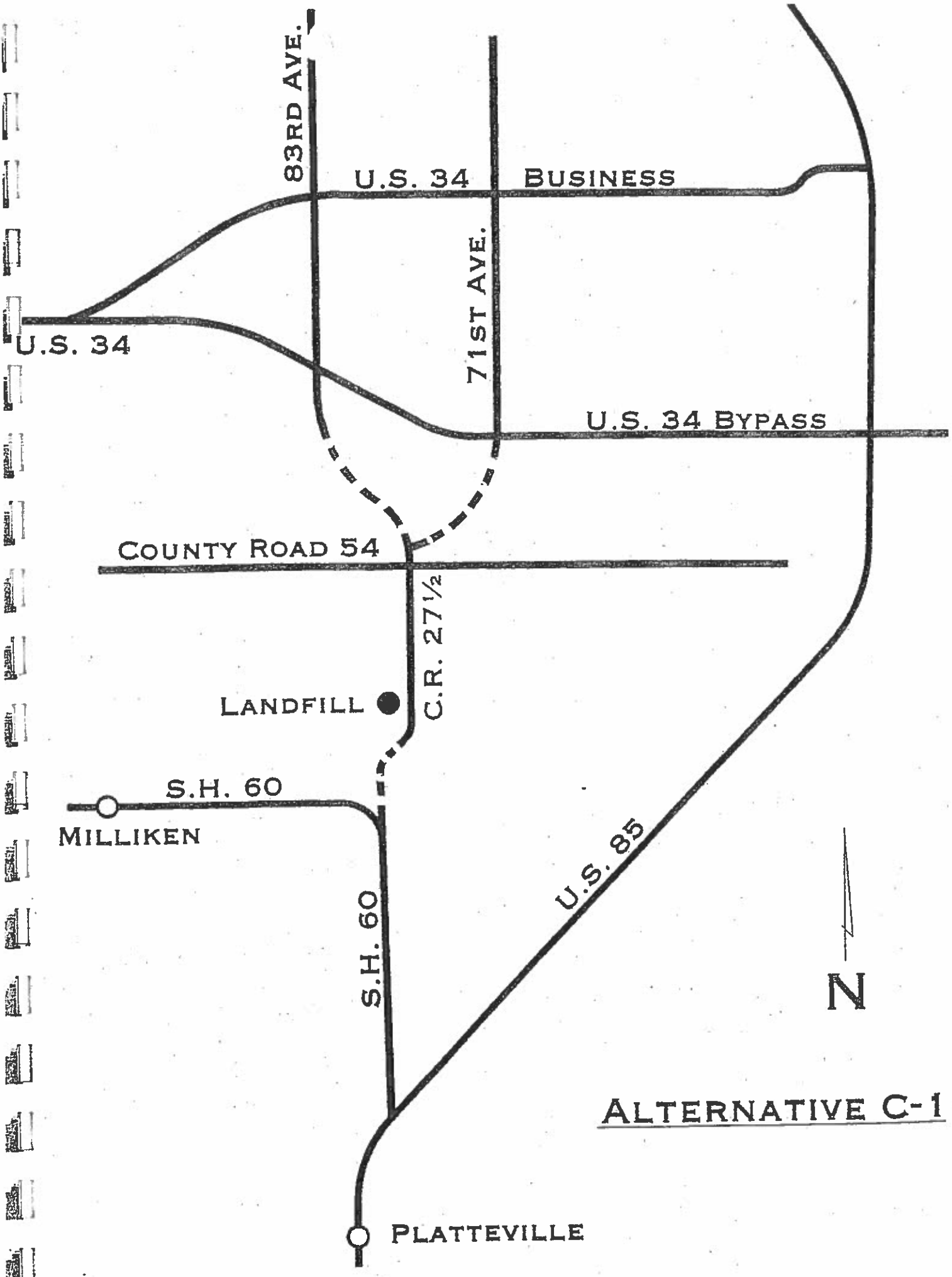
PASSED AND ADOPTED, SIGNED AND APPROVED THIS 7th DAY OF November, 1995.

ATTEST

Cheryl Aragon, Deputy
CITY CLERK

CITY OF GREELEY, COLORADO

William H. Norton
MAYOR



ALTERNATIVE C-1

APPENDIX

SUMMARY OF OPINION OF COST

WESTERN ARTERIAL CORRIDOR STUDY
SUMMARY OF OPINION OF COST
(IN MILLIONS OF DOLLARS)

DATE: 6/14/95

ROADWAY SEGEMENT	LENGTH (MILES)	PHASE I	PHASE II	TOTAL (I+II)
SH 60	4.7	$3.5	$9.5	$13.0
ALT. A	5.7	$11.9	$2.0	$13.9
ALT. B	5.1	$12.2	$1.8	$14.0
ALT. C	4.8	$9.4	$1.7	$11.1
ALT. C1	5.4	$10.2	$1.9	$12.1
ALT. C2	4.8	$9.4	$1.7	$11.1
ALT. D	5.3	$9.8	$1.9	$11.7
ALT. D1	5.5	$10.4	$2.0	$12.4

NOTE:
- COST INCLUDE ROADWAY, RIVER AND CANAL CROSSINGS, UTILITY RELOCATIONS, RIGHTS-OF-WAY, ENGINEERING AND SURVEYING.
- COST BASED ON 1995 DOLLARS.

WESTERN ARTERIAL CORRIDOR STUDY
PHASE I - OPINION OF COST

DATE: 6/14/95

ROADWAY SEGEMENT	TYPICAL SECTION	LENGTH (MILES)	ROADWAY COST	UTILITY COST	REQ'D R-O-W (WIDTH/FT)	R-O-W COST	STRUCTURES (EACH)	STRUCTURE COST	TOTAL COST
SH60 (US 85 TO PLATTE RIVER)	Improved	1.2	$0	$0	0	$0	(1)- 1/2 BRIDGE	$0	$3,514,800
	IB	3.5	$2,275,000	$500,000	70	$646,800	(3)- 1/2 CANAL	$93,000	
ALTERNATIVE A (STATE HWY 60 TO US 34 BY-PASS)	IA	1.4	$2,380,000	$50,000	150	$554,400	(4)- CANAL (1)- BRIDGE	$216,000 $3,500,000	$11,878,080
	IC	4.3	$3,956,000	$200,000	90	$1,021,680			
ALTERNATIVE B (STATE HWY 60 TO US 34 BY-PASS)	IA (River)	2.5	$4,250,000	$50,000	150	$990,000	(1) BRIDGE	$3,500,000	$12,167,760
	IC(CR 27) (@ CR 54)	1.0	$920,000	$100,000	90	$237,600	(1) CANAL	$54,000	
	IC(CR 27)	1.6	$1,472,000	$160,000	90	$380,160	(1) CANAL	$54,000	
ALTERNATIVE C (STATE HWY 60 TO US 34 BY-PASS)	IA (River)	1.6	$1,568,000	$10,000	150	$633,600	(1) BRIDGE	$3,500,000	$9,380,800
	IB (CR 27.5)	2.0	$1,300,000	$300,000	50	$264,000	PART CANAL	$40,000	
	IA	1.0	$980,000	$50,000	150	$396,000	(1) CANAL	$54,000	
	IA	0.2	$196,000	$10,000	150	$79,200		$0	
ALTERNATIVE C1 (STATE HWY 60 TO US 34 BY-PASS)	IA (River)	1.6	$1,568,000	$10,000	150	$633,600	(1) BRIDGE	$3,500,000	$10,155,680
	IB (CR 27.5)	2.0	$1,300,000	$300,000	50	$264,000	PART CANAL	$40,000	
	IA	1.0	$980,000	$50,000	150	$396,000	(1) CANAL	$54,000	
	IC(CR 27)	0.8	$736,000	$80,000	90	$190,080	(1) CANAL	$54,000	
ALTERNATIVE C2 (STATE HWY 60 TO US 34 BY-PASS)	IA (River)	1.6	$1,568,000	$10,000	150	$633,600	(1) BRIDGE	$3,500,000	$9,380,800
	IB (CR 27.5)	2.0	$1,300,000	$300,000	50	$264,000	PART CANAL	$40,000	
	IA	1.2	$1,176,000	$60,000	150	$475,200	(1) CANAL	$54,000	
			$0	$0	0	$0		$0	
ALTERNATIVE D (STATE HWY 60 TO US 34 BY-PASS)	IA (River)	1.5	$1,470,000	$10,000	150	$594,000	(1) BRIDGE	$3,500,000	$9,820,240
	IB (CR 396)	2.4	$1,560,000	$360,000	90	$570,240	(1) CANAL	$54,000	
	IA(CURVE)	0.4	$392,000	$60,000	150	$158,400		$0	
	IB	1.0	$650,000	$150,000	90	$237,600	(1) CANAL	$54,000	
ALTERNATIVE D1 (STATE HWY 60 TO US 34 BY-PASS)	IA (River)	1.5	$1,470,000	$10,000	150	$594,000	(1) BRIDGE	$3,500,000	$10,382,320
	IB (CR 396)	2.4	$1,560,000	$360,000	90	$570,240	(1) CANAL	$54,000	
	IA(CURVE)	0.4	$392,000	$60,000	150	$158,400		$0	
	IA	0.9	$882,000	$50,000	150	$356,400	(1) CANAL	$54,000	
	IB	0.3	$195,000	$45,000	90	$71,280		$0	

GENERAL NOTES:

1. TYPICAL SECTIONS:
   - IA - OPEN TERRAIN (PHASE I)
   - IB - EXISTING ASPHALT ROADWAY (PHASE I)
   - IC - EXISTING GRAVEL ROADWAY (PHASE I)
2. TOTAL COST INCLUDES ROADWAY, RIVER AND CANAL CROSSINGS, UTILITY RELOCATIONS, RIGHT-OF-WAY, ENGINEERING AND SURVEYING
3. COST BASED ON 1995 DOLLARS
4. BRIDGE AND CANAL STRUCTURES WILL BE BUILT TO FULL WIDTH DUE TO THE INITIAL SECTION BEING ONLY SLIGHTLY NARROWER THAN THE ULTIMATE SECTION.

WESTERN ARTERIAL CORRIDOR STUDY
PHASE II - OPINION OF COST

DATE: 6/14/95

ROADWAY SEGEMENT	TYPICAL SECTION	LENGTH (MILES)	ROADWAY COST	UTILITY COST	REQ'D R-O-W (WIDTH/FT)	R-O-W COST	STRUCTURES (EACH)	STRUCTURE COST	TOTAL COST
SH60 (US 85 TO PLATTE RIVER)	IIB	1.2	$948,000	$12,000	0	$0	(1)- 1/2 BRIDGE	$5,600,000	$9,453,000
	IIB	3.5	$2,765,000	$35,000	0	$0	(3)- 1/2 CANAL	$93,000	
ALTERNATIVE A (STATE HWY 60 TO US 34 BY-PASS)							No Widening	$0	$2,020,000
	IIA	1.4	$490,000	$5,000	0	$0	No Widening	$0	
	IIA	4.3	$1,505,000	$20,000	0	$0			
ALTERNATIVE B (STATE HWY 60 TO US 34 BY-PASS)	IIA (River)	2.4	$840,000	$5,000	0	$0	No Widening	$0	$1,781,000
	IIA(CR 27)	1.0	$350,000	$10,000	0	$0	No Widening	$0	
	IIA	1.6	$560,000	$16,000	0	$0	No Widening	$0	
ALTERNATIVE C (STATE HWY 60 TO US 34 BY-PASS)	IIA (River)	1.6	$560,000	$1,000	0	$0	No Widening	$0	$1,717,000
	IIA (CR 27.5)	2.0	$700,000	$30,000	0	$0	No Widening	$0	
	IIA	1.0	$350,000	$5,000	0	$0	No Widening	$0	
	IIA	0.2	$70,000	$1,000	0	$0			
ALTERNATIVE C1 (STATE HWY 60 TO US 34 BY-PASS)	IIA (River)	1.6	$560,000	$1,000	0	$0	No Widening	$0	$1,934,000
	IIA (CR 27.5)	2.0	$700,000	$30,000	0	$0	No Widening	$0	
	IIA	1.0	$350,000	$5,000	0	$0	No Widening	$0	
	IIA	0.8	$280,000	$8,000	0	$0	No Widening	$0	
ALTERNATIVE C2 (STATE HWY 60 TO US 34 BY-PASS)	IIA (River)	1.6	$560,000	$1,000	0	$0	No Widening	$0	$1,717,000
	IIA (CR 27.5)	2.0	$700,000	$30,000	0	$0	No Widening	$0	
	IIA	1.2	$420,000	$6,000	0	$0	No Widening	$0	
			$0	$0	0	$0		$0	
ALTERNATIVE D (STATE HWY 60 TO US 34 BY-PASS)	IIA (River)	1.5	$525,000	$1,000	0	$0	No Widening	$0	$1,913,000
	IIA (CR 396)	2.4	$840,000	$36,000	0	$0	No Widening	$0	
	IIA	0.4	$140,000	$6,000	0	$0	No Widening	0	
	IIA	1.0	$350,000	$15,000	0	$0	No Widening	$0	
ALTERNATIVE D1 (STATE HWY 60 TO US 34 BY-PASS)	IIA (River)	1.5	$525,000	$1,000	0	$0	No Widening	$0	$1,977,500
	IIA (CR 396)	2.4	$840,000	$36,000	0	$0	No Widening	$0	
	IIA	0.4	$140,000	$6,000	0	$0	No Widening	$0	
	IIA	0.9	$315,000	$5,000	0	$0	No Widening	$0	
	IIA	0.3	$105,000	$4,500	0	$0		$0	

GENERAL NOTES:
1. TYPICAL SECTIONS:
   IIA - WIDEN EXISTING PHASE I ROADWAY (PHASE II)
   IIB - OPEN TERRAIN ADJACENT TO PHASE I ROADWAY (PHASE II)
2. TOTAL COST INCLUDES ROADWAY, RIVER AND CANAL CROSSINGS, UTILITY RELOCATIONS, RIGHT-OF-WAY, ENGINEERING AND SURVEYING
3. COST BASED ON 1995 DOLLARS
4. BRIDGE & R.O.W. COST FOR NORTH SEGMENT PAID FOR UNDER THE FIRST PHASE

CITY OF GREELEY, COLORADO

ORDINANCE NO. 1, 1994.

AN ORDINANCE ADOPTING STREET STANDARDS FOR THE CITY OF GREELEY, COLORADO.

BE IT ORDAINED BY THE CITY COUNCIL OF GREELEY, COLORADO, THAT:

1. Chapter 16.14 of the Greeley City Code shall be adopted and shall read as follows:

Chapter 16.14 Street Standards. §16.14.010. All Streets within the City of Greeley, Colorado, shall be constructed to the minimum standards established by the City of Greeley Street Standards, dated December 1, 1993, in order to safeguard the public health, safety, and welfare, of the citizens of the City of Greeley. Copies of the Greeley street standards shall be kept and maintained by the City Clerk and Department of Public Works, and shall be available for inspection at those locations during all business hours.

2. A copy of the Greeley Street Standards is attached hereto and incorporated herein by reference.

3. This ordinance shall become effective five (5) days after publication.

PASSED AND ADOPTED, SIGNED AND APPROVED THIS 18th DAY OF January, 1994.

CITY OF GREELEY, COLORADO

Attest:

City Clerk

Mayor

EXHIBIT "B"

COMPARISON CHART

	DESIGN SPEED	POSTED SPEED LIMIT	TRAFFIC VOLUME	NUMBER OF LANES	RIGHT OF WAY	ACCESS	CURB & GUTTER	SIDEWALK	STREET WIDTH	MINIMUM RADIUS	CROSS SLOPE & SUPER-ELEVATION	STREET GRADES	CURB RADII
LOCAL - LOW VOLUME	35 MPH	≤30 MPH	Less than 500 ADT	2	60 Ft.	Direct	None	None	28 Ft. Includes 2' Conc. Shoulders	200 Ft.	X-Slope = 2% Super = NC*	Min. = 0.4% Max. = 8.0%	20 Ft.
LOCAL - STANDARD RESIDENTIAL	35 MPH	≤30 MPH	Less than 1,000 ADT	2	60 Ft	Direct	Mountable	5' Attached	40 Ft. ℄ to ℄	350 Ft.	X-Slope = 2% Super = NC*	Min. = 0.4% Max. = 5.0%	20 Ft.
LOCAL - STANDARD COMMERCIAL / INDUSTRIAL	35 MPH	≤30 MPH	Less than 5,000 ADT	2 with Shared Left Turn Lane	60 Ft.	Direct	6" Vertical	5' Attached	40 Ft. ℄ to ℄	450 Ft.	X-Slope = 2% Super = NC*	Min. = 0.4% Max. = 5.0%	30 Ft.
MINOR COLLECTOR	40 MPH	≤35 MPH	Less than 7,000 ADT	2	70 Ft	Direct	6" Vertical	5' Detached & 6' Attached	50 Ft. ℄ to ℄	550 Ft.	X-Slope = 2% Super = NC*	Min. = 0.4% Max. = 5.0%	30 Ft.
MAJOR COLLECTOR	45 MPH	≤40 MPH	Greater than 7,000 ADT	4	80 - 90 Ft	Limited	6" Vertical	5' Detached & 6' Attached	60 - 72 Ft. ℄ to ℄	745 Ft.	X-Slope = 2% Super = 4%	Min. = 0.4% Max. = 5.0%	30 Ft.
MINOR ARTERIAL	55 MPH Minimum	≤45 MPH	Greater than 10,000 ADT	4	90 - 120 Ft.	Limited w/ Intersections @ 1/4 Mile Intervals	6" Vertical	5' Detached & 6' Attached	60 - 92 Ft. ℄ to ℄	1,200 Ft.	X-Slope = 2% Super = 4%	Min. = 0.4% Max. = 5.0%	30 - 50 Ft.
MAJOR ARTERIAL	60 MPH Minimum	≤50 MPH	Greater than 20,000 ADT	4	150 Ft	Very Limited w/ Intersections @ 1/4 Mile Intervals	6" Vertical	5' Detached & 6' Attached	70 - 102 Ft. ℄ to ℄	1,530 Ft.	X-Slope = 2% Super = 4%	Min. = 0.4% Max. = 5.0%	30 - 50 Ft.

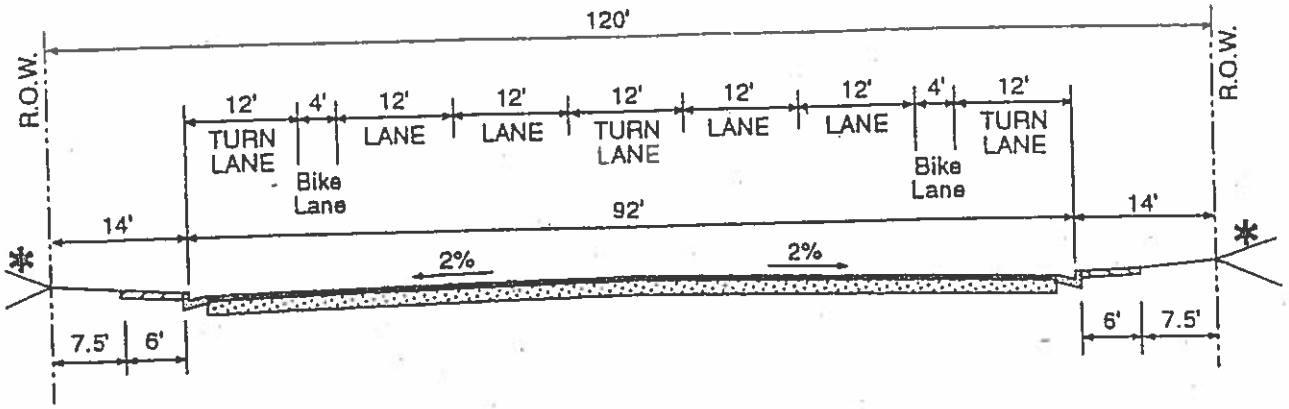
NC* = Normal Crown

DEPARTMENT OF PUBLIC WORKS

STREET STANDARDS

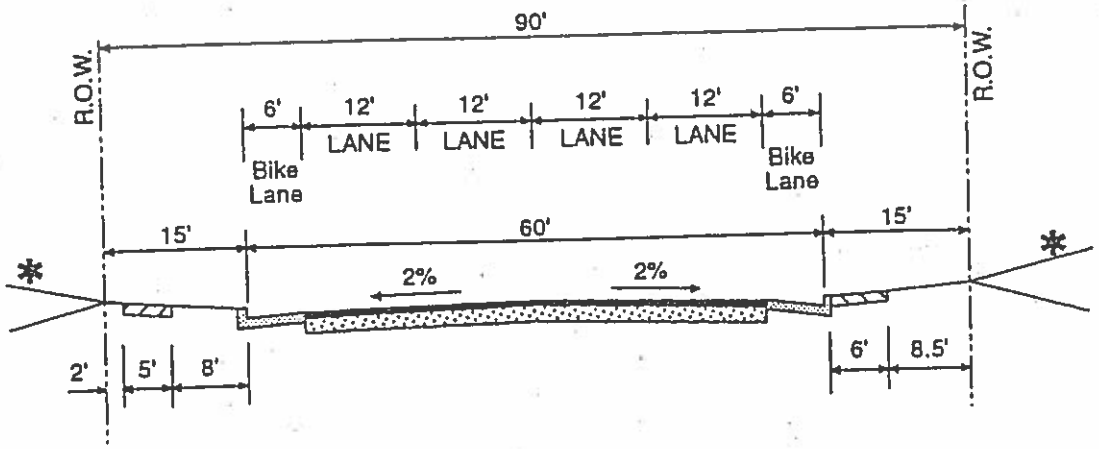
City of

MINOR ARTERIAL



AT INTERSECTIONS

FOUR LANES WITH LEFT TURN LANE



BETWEEN INTERSECTIONS

FOUR LANES

NOTE:

* CUT AND FILL SLOPES SHALL BE A MAXIMUM OF 4:1.

City of Greeley, Colorado	Standard Roadway Sections	Page 5 of .

6. MINOR ARTERIAL

A. POSTED SPEED LIMIT - Less than or Equal to 45 MPH
Actual posted speed to be determined by the City of Greeley Engineering Division prior to submittal of construction plans. Posted or prime facie speeds for the various street classifications shall be 10 miles per hour less than the design speed of that street.

B. TRAFFIC VOLUMES
Generally greater than 10,000 vehicles per day when the property which the arterial serves is fully developed.

C. NUMBER OF MOVING LANES - 4

D. FUNCTION
Minor arterial routes permit relatively unimpeded traffic movement and are intended for use on these routes where four moving lanes and one left turn lane are required but where a major arterial cross section would not be warranted.

E. CONTINUITY
Continuous for several miles, generally connecting with intercity routes.

F. PLANNING CHARACTERISTICS
1) Minor arterials should be employed where traffic demand dictates. Minor arterials should be spaced from one half (1/2) to one (1) mile apart and should, where possible, be continuous. Minor arterials should act as boundaries between neighborhood areas.
2) Intersections with collectors and arterial streets should be at least one-quarter (1/4) mile apart.
3) No street parking is allowed.

G. SAFETY
Designed to handle traffic volumes loading from and onto collector, and arterial roadways.

H. TRAFFIC CONTROL
1) Regulation of traffic accomplished through the use of traffic signs, signals and channelization.
2) Parking is prohibited.
3) Traffic signals will normally be required.

I. RIGHT-OF-WAY
90 - 120 feet. Additional right-of-way may be required for bus lanes as identified by the Planning Department.

J. ACCESS CONDITIONS
1) Intersections at-grade.
2) Access from street of lower classification will be permitted but in all cases will be controlled by traffic control devices.
3) Direct access to abutting property is not permitted unless no other access is reasonably available.

K. TYPE OR CURB AND GUTTER
6" vertical curb and gutter; with extended gutter pan for use as a bike lane.

L. SIDEWALK WIDTH
1) 5' wide detached.
2) 6' wide attached.

M. STREET WIDTHS
1) 4-12' travel lanes; 2-6' combination gutter/bike lane (60' flowline to flowline).
2) 4-12' travel lanes; 1-12' left turn lane; 2-12' acceleration/deceleration turn lanes; 2 - 4' bike lanes (92' flowline to flowline). Center left turn lanes and right turn auxiliary lanes provided at major intersection and in commercial/industrial areas.

N. MINIMUM RADIUS OF CURVATURE ON CENTERLINE (HORIZONTAL)
1,200 foot radius.

O. STREET CROSS SLOPE
1) 2 percent minimum.
2) 4 percent maximum for superelevation.

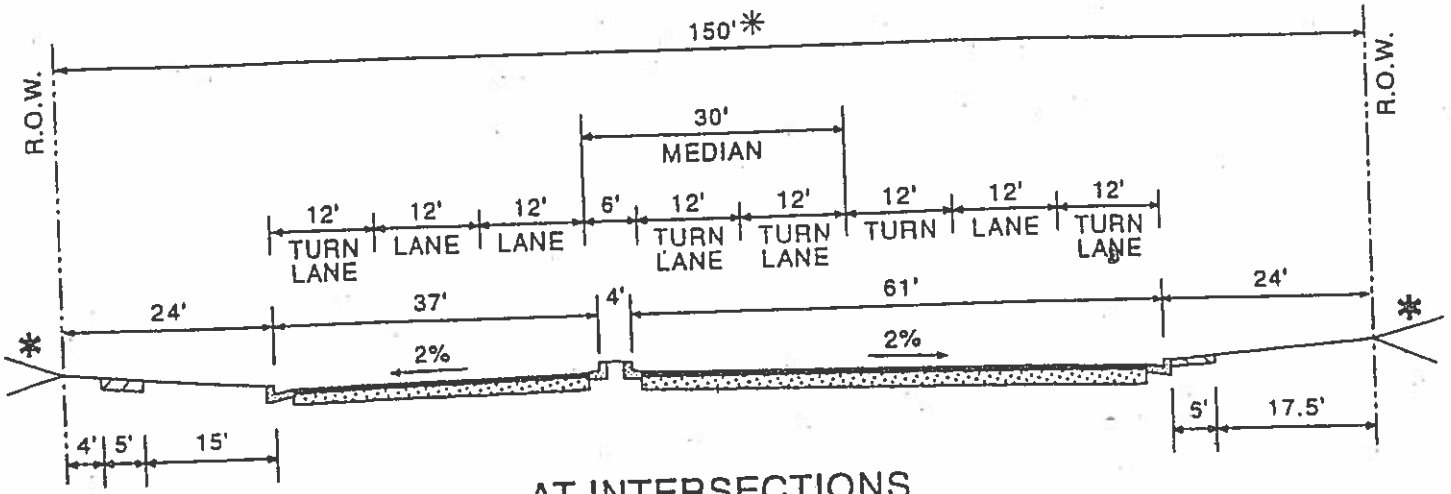
P. MINIMUM LENGTH BETWEEN CURVES
300 feet

Q. STREET GRADES
1) Minimum grade 0.4%.
2) Maximum grade 5.0%.

R. CURB RETURN RADII
Shall be thirty (30) feet minimum at arterial-collector intersection. Shall be fifty (50) feet minimum at arterial-arterial intersection.

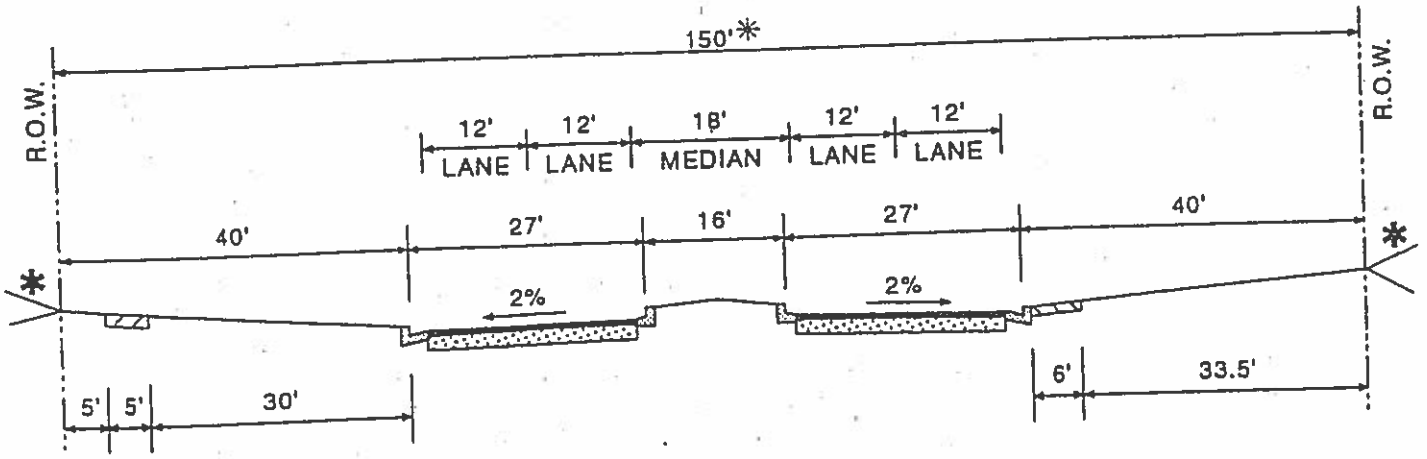
DEC 1993

MAJOR ARTERIAL



AT INTERSECTIONS

FOUR LANES WITH TURN LANES



BETWEEN INTERSECTIONS

FOUR LANES WITH MEDIAN

NOTES:

* CUT AND FILL SLOPES SHALL BE A MAXIMUM OF 4:1.

* R.O.W. WIDTHS ARE PROVIDED TO ACCOMMODATE POSSIBLE FUTURE THROUGH LANES. R.O.W. CAN ACCOMMODATE A SIX LANE SECTION.

ACCEPTABLE BIKEWAYS ARE REQUIRED ON MAJOR ARTERIALS; TYPE AND DESIGN TO BE DETERMINED DURING THE DESIGN PROCESS.

7. MAJOR ARTERIAL

A. POSTED SPEED LIMIT - Less than or Equal to 50 MPH
Actual posted speed to be determined by City of Greeley Engineering Division prior to submittal of construction plans. Posted or prima facie speeds for the various street classifications shall be 10 miles per hour less than the design speed of that street.

B. TRAFFIC VOLUMES
Generally greater than 20,000 vehicles per day when the property which the arterial serves is fully developed.

C. NUMBER OF MOVING LANES - 4; with ability to expand to 6 lanes.

D. FUNCTION
Major arterial routes permit rapid and relatively unimpeded traffic movement throughout the City, connecting major land use elements as well as connecting to outside communities.

E. CONTINUITY
Continuous for several miles, generally connecting with inter-city and intra-city routes.

F. PLANNING CHARACTERISTICS
1) Major arterial streets should not bisect neighborhoods but should act as boundaries between them. Major arterials should be spaced approximately one (1) mile apart and should traverse the entire City.
2) Intersections with other arterial and collector streets should be at least one-quarter (1/4) mile apart. Local street should not intersect with major arterials.
3) No street parking is allowed.

G. SAFETY
Major arterial streets permit rapid and relatively unimpeded traffic movement throughout the City, connecting major land use elements as well as communities with one another. Designed to handle traffic volumes loading from and onto collector, and arterial roadways.

H. TRAFFIC CONTROL
1) Regulation of traffic accomplished through the use of traffic signals and channelization.
2) Parking shall be prohibited.
3) Roadways should have a median strip between them.

I. RIGHT-OF-WAY
150 feet; this is adequate right-of-way for accommodating any required future through lanes. This width can accommodate a six lane facility.

J. ACCESS CONDITIONS

1) Intersections at-grade.
2) Access from collector and arterial streets shall be controlled by traffic control devices.
3) Normally, direct access to abutting property is not permitted.
4) Abutting properties should not face on the roadway unless separated from it by a frontage road.

K. TYPE OF CURB AND GUTTER

6" vertical curb and gutter.

L. SIDEWALK WIDTH

1) 5' wide detached.
2) 6' wide attached.

M. STREET WIDTHS

4-12' travel lanes (minimum); 6' to 30' medians, with raised median to control access; 2-1' median gutter pans plus necessary left turn and acceleration/deceleration lanes and 4' median at intersections plus 2-2' gutter pans (70'-102' flowline - flowline).

N. MINIMUM RADIUS OF CURVATURE ON CENTERLINE (HORIZONTAL)

1,530 feet minimum.

O. STREET SLOPE

1) 2 percent minimum.
2) 4 percent maximum for superelevation.

P. MINIMUM LENGTH OF TANGENTS BETWEEN ALL CURVES

300 feet

Q. STREET GRADES

1) Minimum grade 0.4%.
2) Maximum grade 5.0%.

R. CURB RETURN RADII

Shall be thirty (30) feet minimum at arterial-collector intersection. Shall be fifty (50) feet minimum at arterial-arterial intersection.

INTERGOVERNMENTAL AGREEMENT
AMONG
ADAMS COUNTY,
THE CITY OF BRIGHTON,
THE CITY OF COMMERCE CITY,
THE TOWN OF EATON,
THE CITY OF EVANS,
THE CITY OF FORT LUPTON,
THE TOWN OF GILCREST,
THE CITY OF GREELEY,
THE TOWN OF LASALLE,
THE TOWN OF PLATTEVILLE,
WELD COUNTY,
AND
THE STATE OF COLORADO
DEPARTMENT OF TRANSPORTATION

THIS AGREEMENT is entered into effective as of the 4th day of February 2000, by and among Adams County, the City of Brighton, the City of Commerce City, the Town of Eaton, the City of Evans, the City of Fort Lupton, the Town of Gilcrest, the City of Greeley, the Town of LaSalle, the Town of Platteville, and Weld County (hereafter referred to collectively as the "Cities and Counties"), and the State of Colorado, Department of Transportation (hereafter referred to as the "Department"), all of said parties being referred to collectively herein as the "Agencies."

WITNESSETH:

WHEREAS, the Agencies are authorized by the provisions of Article XIV, Section 18(2)(a), Colorado Constitution, and Sections 29-1-201, *et. seq.*, C.R.S., to enter into contracts with each other for the performance of functions which they are authorized by law to perform on their own; and

WHEREAS, each Agency is authorized by Section 43-2-147(I)(a), C.R.S., to regulate access to public highways within its jurisdiction; and

WHEREAS, the coordinated regulation of vehicular access to public highways is necessary to maintain the efficient and smooth flow of traffic, to reduce the potential for traffic accidents, to protect the functional level and optimize the traffic capacity, to provide an efficient spacing of traffic signals, and to protect the public health, safety and welfare; and

WHEREAS, the Agencies desire to provide for the coordinated regulation of vehicular access for the section of State Highway 85 between Interstate 76 (MP 227.00) and Weld County Road 80 (MP 278.74) (hereafter referred to as the "Segment"), which passes through the jurisdiction of each Agency; and

WHEREAS, the Agencies are authorized pursuant to Section 2.12 of the 1998 State Highway Access Code, 2 C.C.R. 601-1 to achieve such objective by written agreement among themselves adopting and implementing a comprehensive and mutually acceptable highway access control plan for the Segment for the purposes above recited; and

WHEREAS, the development of this Access Control Plan adheres to the requirements of the 1998 State Highway Access Code, 2 C.C.R. 601-1, Section 2.12.

NOW THEREFORE, for and in consideration of the mutual promises and undertakings herein contained, the Agencies agree as follows:

1. This Agreement shall constitute an approved access control plan for the Segment, within the meaning of Section 2.12 of the 1998 State Highway Access Code, 2 C.C.R. 601-1.

2. The Agencies shall regulate access to the Segment in compliance with the Highway Access Law, Section 43-2-147, C.R.S. (the "Access Law"), the Highway Access Code, 2 C.C.R. 601 -1 (the "Code"), and this Agreement, including Exhibits A (US 85 Access Control Plan), B (US 85 Corridor Map) and C (Access Plan Amendment Process) attached hereto and incorporated herein by reference. Vehicular access to the Segment shall be permitted only when such access is in compliance with the Access Law, the Code and this Agreement.

3. Private accesses which were in existence in compliance with the Access Law prior to the adoption of this Agreement may continue in existence until such time as a change in the private access is required by the Access Law, the Code or this Agreement or in the course of highway construction. When closure, modification, or relocation of a private access is required, the Agency(ies) having jurisdiction shall utilize appropriate legal process to effect such action.

4. Actions taken by any Agency with regard to transportation planning and traffic operations within the areas described in Exhibits A and B to this Agreement shall be in conformity with this Agreement

5. Parcels of real property created after the effective date of this Agreement which adjoin the Segment shall not be provided with direct access to the Segment unless the location, use and design thereof conform to the provisions of this Agreement.

6. This Agreement is based upon and is intended to be consistent with the Access Law and the Code as now or hereafter constituted, but no amendment to either the Access Law or the Code which becomes effective after the effective date of this Agreement and which conflicts irreconcilably with an express provision of this Agreement shall be binding on any Agency without the express written consent of such Agency.

7. Agencies involved in or affected by any particular or site-specific undertaking provided for herein will cooperate with each other to agree upon a fair and equitable allocation of the costs associated therewith, but, notwithstanding any provision of this Agreement, no Agency shall be required to expend its public funds for such undertaking without the express prior approval of its governing body or director. All financial obligations of the Agencies hereunder shall be subject to annual appropriations as provided by law.

8. Should any one or more sections or provisions of this Agreement be judicially determined to be invalid or unenforceable, such judgment shall not affect, impair or invalidate the remaining provisions of this Agreement, the intention being that the various provisions hereof are severable.

9. This writing supersedes and controls all prior written and oral agreements and representations of the Agencies and constitutes the whole agreement between them with respect to the subject matter of this instrument. No additional or different oral representation, promise or agreement shall be binding on any Agency. This Agreement may be amended only in writing executed by all Agencies on express authorization from their respective governing bodies or director. The Agencies agree to confer every three years with respect to whether a necessity exists for amendment to the Agreement, or regarding the continuation hereof, or both. Notwithstanding the foregoing, however, this Agreement shall remain in force until terminated by written agreement of all of the agencies.

10. By signing this Agreement, the Agencies acknowledge and represent to one another that all procedures necessary to validly contract and execute this Agreement have been performed, and that the persons signing for each Agency have been duly authorized by such Agency to do so.

11. No portion of this Agreement shall be deemed to constitute a waiver of any immunities the parties or their officers or employees may possess, nor shall any portion of this Agreement be deemed to have created a duty of care which did not previously exist with respect to any person not a party to this Agreement .

12. It is expressly understood and agreed that the enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to the undersigned parties and nothing in this Agreement shall give or allow any claim or right of action whatsoever by any other person not included in this Agreement. It is the express intention of the undersigned parties that any entity other than the undersigned parties receiving services or benefits under this Agreement shall be an incidental beneficiary only.

IN WITNESS WHEREOF, the Agencies have executed this Agreement effective as of the day and year first above written.

Adams County, Colorado

Ted L. Strickland
Commissioner, Adams County 1-24-00

ATTEST:

Lucy Trujillo, Deputy
County Clerk

APPROVED AS TO FORM:

County Attorney

EXHIBIT "C"

TWO RIVERS PARKWAY ACCESS POLICY

GENERAL POLICY

The Two Rivers Parkway is recognized by all of the signatory jurisdictions to this Agreement as an arterial roadway. Direct access to/from the Two Rivers Parkway ("Parkway") shall be limited to incoming arterial and collector streets and roads. Direct access in hardship cases or for high traffic generators may be approved by the governing committee (page 2, paragraph 2 of the agreement addresses this issue). This policy shall apply to all new and existing accesses to/from the Parkway within the applicable jurisdiction.

A request for a new access to a legal parcel where none exists may be denied by the jurisdiction where the access is located, unless the denial of the access creates some undue hardship on the property owner. Access to/from the Parkway existing prior to the date of this Agreement may continue, but shall be removed when such access is no longer necessary by virtue of the availability of access to a collector road or street.

TEMPORARY ROAD/STREET ACCESS

Any road access to/from the Parkway which is not for use by the general public and which will be closed after being used for only a limited time may be considered a temporary road access. The time shall not exceed 180 days. Temporary road accesses shall not block existing drainage features. When the temporary road access is closed, all materials shall be removed and the site restored to its original condition by the person using such temporary access.

MAINTENANCE OF EXISTING PARKWAY ACCESS AND RELATED DRAINAGE STRUCTURE

Any owner or occupier of property with access to/from the Parkway existing prior to the date of this Agreement shall be responsible for the maintenance and repair of such access and/or any drainage related structure. No portion of this policy is intended to authorize any person to alter the flow of water in a manner contrary to the laws of the State of Colorado regarding water rights or drainage.

RIGHT-OF-WAY REQUIREMENT

Each entity shall require the dedication of right-of-way for the Parkway at either annexation or final plat process. Entry onto property designated as right-of-way shall be granted at any time to the entity having jurisdiction and at its discretion.